

# CALIFORNIA HIGH-SPEED RAIL

Palmdale to Burbank Section

## 2014 SCOPING REPORT

### APPENDIX F.6 – PART 2

Scoping Comment Letters Received

Letters From Individuals

With Last Names N - Z

November 2014



**CALIFORNIA**  
High-Speed Rail Authority



**U.S. Department of Transportation**  
Federal Railroad Administration



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**Appendix F**  
**Scoping Comment**  
**Letters Received**

**Appendix F.6 – Part 2**

Letters from Individuals with  
Last Names N – Z

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Last Name	First Name	Submission Number	Page Number
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Nassif	Nicholas and Michele	I470	F.6-1044
Neice	Jan and Dennis	I471	F.6-1045
Nelson	Dena	I472	F.6-1046
Nelson	Leonard and Ann Marie	I473	F.6-1047
Nelson	Dena	I474	F.6-1052
Nemecek	Elissa	I475	F.6-1053
Neumann	Drew	I476	F.6-1054
Neuzil	Kim	I477	F.6-1055
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Newhall	Anthony	I479	F.6-1057
Newman	Alexandra	I480	F.6-1059
Nichols	William	I481	F.6-1064
Niemann	Frederick and Linda	I482	F.6-1066
Noble	Howard & Mary	I483	F.6-1067
Norbury	David	I484	F.6-1071
Norman	Cathy	I485	F.6-1073
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O'Conner	Kelly	I489	F.6-1080
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Ogden	Sandra	I492	F.6-1086
Ogden	Sandra	I493	F.6-1088
Ogden	Sandra & Robert	I494	F.6-1090
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Olson	Roberta	I497	F.6-1095
Olzick	Betty	I498	F.6-1097
Orcholski	Gerald	I499	F.6-1099
O'Reilly	Karen	I500	F.6-1100
O'Reilly	Colin	I501	F.6-1101
Orloff	Ray and Susan	I502	F.6-1115
Orr	Neva	I503	F.6-1116
Ortiz	Terri	I504	F.6-1118
Osgood	John	I505	F.6-1119
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Ouellette	Jeanne	I507	F.6-1124
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P.	John	I508	F.6-1126
Pacheco	Noel	I509	F.6-1127
Padilla	Mary L.	I510	F.6-1128
Paine	Linda	I511	F.6-1130
Palmdale	Tami	I512	F.6-1132
Papworth	Brett	I513	F.6-1133
Papworth	Tami	I514	F.6-1134
Parant	Virginie	I515	F.6-1135
Park	Julia	I516	F.6-1136
Parks	Polly	I517	F.6-1137
Patin	Louis and Maria	I518	F.6-1138
Patton	Barbara	I519	F.6-1139
Pearson	Paul and Michele	I520	F.6-1141
Peck	Raili	I521	F.6-1142
Pendleton	Craig	I522	F.6-1144

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Perez	David and Patricia	I524	F.6-1147
Perez	Randy	I525	F.6-1149
Perkins	Kenny	I526	F.6-1150
Perry	Leslie	I527	F.6-1151
Peterson	Rebecca	I528	F.6-1152
Pidkowicz	Jeff	I529	F.6-1153
Pidkowicz	Angie	I530	F.6-1155
Pintio	Lillian	I531	F.6-1157
Pique	Bruce	I532	F.6-1159
Pique	Bruce	I533	F.6-1160
Pique	Victoria	I534	F.6-1163
Pique	Bruce	I535	F.6-1166
Pique	Alannah	I536	F.6-1169
Pique	Charlotte	I537	F.6-1172
Pisa	Marilyn	I538	F.6-1175
Pistole	Nancy	I539	F.6-1177
Pollard	Bill	I540	F.6-1178
Pond	Jill	I541	F.6-1182
Pond	Gary	I542	F.6-1184
Pond	Gary	I543	F.6-1186
Pond	Gary	I544	F.6-1190
Poston	Rich	I545	F.6-1193
Prentice	Marquise	I546	F.6-1194
Price	Samuel	I547	F.6-1196
Prybyla	Manya	I548	F.6-1198
Pujdak	Cameron M.	I549	F.6-1200
Pujdak	Michael	I550	F.6-1203
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<b>Q</b>			
Quick	Laura	I552	F.6-1206
Quintana	Edilberto	I553	F.6-1207
Quitt	Andrea	I554	F.6-1209
<b>R</b>			
R Khorsandi	Marilyn	I555	F.6-1210
Rabbit	Berg	I556	F.6-1217
Rainag	Michelle	I557	F.6-1218
Rainer	Tristine	I558	F.6-1219
Rains	Jean	I559	F.6-1221
Ramirez	Anthony & Carmen	I560	F.6-1222
Ramsey	Scott	I561	F.6-1223
Rankin	Theresa	I562	F.6-1224
Rapoport	Kelly	I563	F.6-1228
Reischman	Melissa	I564	F.6-1230
Reynolds	Brian	I565	F.6-1232
Reza	Alex	I566	F.6-1233
Ricafort-Wagner	Cassie	I567	F.6-1234
Rigney	Stacey	I568	F.6-1235
Robbins	Marvin	I569	F.6-1236
Robbins	Sigmund	I570	F.6-1238
Robbins	Mary	I571	F.6-1241
Robbins	Judith	I572	F.6-1244
Robbins	Carl	I573	F.6-1247
Robbins	Anthony and Katie	I574	F.6-1250
Roberts	Julie & Darel	I575	F.6-1253
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Robles	Josue	I578	F.6-1258
Robles	Jessica	I579	F.6-1260
Rogers	Katie	I580	F.6-1262
Roman	Jeannene	I581	F.6-1264
Romero	LeeAnna	I582	F.6-1265
Rosen Goodale	Deborah	I583	F.6-1266
Rosenfield	Rachel	I584	F.6-1267
Rosengrant	Suzanne	I585	F.6-1269
Roth	Kim	I586	F.6-1271
Rowe	Linda	I587	F.6-1289
Rowe	Linda	I588	F.6-1290
Rowe	Linda	I589	F.6-1294
Rowe	Scott	I590	F.6-1297
Ruiz	Karynne	I591	F.6-1301
Ruiz	Felipe	I592	F.6-1303
Rush	Gina	I593	F.6-1305
Russell Brown	J.	I594	F.6-1306
Ryan	Joe and Angie	I595	F.6-1308
<b>S</b>			
Sabo	Kristin C.	I596	F.6-1309
Sadler	Dave and Peggy	I597	F.6-1311
Salazar	Ann	I598	F.6-1312
Salinsky	Eugene	I599	F.6-1314
Salter	Kris	I600	F.6-1315
Sampson	Vickie	I601	F.6-1317
Sanderson	Joseph	I602	F.6-1318
Sanduck	Ryan	I603	F.6-1319
Sasadd	Mo	I604	F.6-1320
Saunders	Constance	I605	F.6-1321
Saunders	Connie	I606	F.6-1324
Saylor	Norma	I607	F.6-1331
Schaller	Peter	I608	F.6-1333
Schnakel	Evan	I609	F.6-1334
Schreiber	Carson	I610	F.6-1336
Schultz	Jim	I611	F.6-1337
Schwartz	James	I612	F.6-1338
Schwartz	Kathleen	I613	F.6-1340
Schwartz	Bill	I614	F.6-1342
Seeley	Sara	I615	F.6-1343
Seeley	Fred	I616	F.6-1345
Serazio	Charles P.	I617	F.6-1347
Sermak-Proolx	Jeannette	I618	F.6-1348
Serrano	Melissa	I619	F.6-1350
Serridge	Mark	I620	F.6-1352
Serridge	Anna	I621	F.6-1354
Shaleen	Patty	I622	F.6-1356
Shamieh	Ike	I623	F.6-1361
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Shepard	Scott	I625	F.6-1365
Sherback	Harvey	I626	F.6-1366
Shields	Zia	I627	F.6-1368
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Showerman	Christopher	I629	F.6-1370
Sickler	Laura	I630	F.6-1371
Siegel-Meares	Robin	I631	F.6-1373
Sievwright	Ebe	I632	F.6-1374

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Simpson	Betty	I634	F.6-1377
Simpson	Bette	I635	F.6-1378
Sircy	Tina and Jay	I636	F.6-1380
Sires	John	I637	F.6-1381
Sky Tucker	Katherine	I638	F.6-1383
Slort	Jan	I639	F.6-1394
Small	Tom & Lynn	I640	F.6-1395
Smalls	Loretta A.	I641	F.6-1400
Smith	Lisa	I642	F.6-1401
Smith	John	I643	F.6-1405
Smith	Tom and Carol	I644	F.6-1407
Smith	Lillian	I645	F.6-1409
Soileau	Wanda	I646	F.6-1418
Solomon	Katherine	I647	F.6-1420
Sommerfield	Donald	I648	F.6-1422
Sonney	Judy	I649	F.6-1424
Spears	Bob	I650	F.6-1425
Spears	Colleen	I651	F.6-1426
Spears	Colleen	I652	F.6-1428
Spencer	Teresa	I653	F.6-1430
Spencer	Kelly and Teresa	I654	F.6-1433
Spiegel	Andy	I655	F.6-1435
Spurs	Robin	I656	F.6-1443
Squires	Janet	I657	F.6-1445
Squires	Richard	I658	F.6-1446
Sricchia	Claude C.	I659	F.6-1447
Sricchia	Claude	I660	F.6-1448
Stallman	Thomas	I661	F.6-1449
Stanford	Susan	I662	F.6-1451
Starr	Larry	I663	F.6-1453
Stearn	Bethlene	I664	F.6-1454
Stedman	Dale & Susan	I665	F.6-1456
Stefko	Dave	I666	F.6-1457
Stein	Robert and Lenore	I667	F.6-1458
Steinberger	Mary Anne	I668	F.6-1460
Stephens	Debra	I669	F.6-1462
Stobbe	Antje	I670	F.6-1464
Strumpell	Kent	I671	F.6-1467
Stueve	Karen	I672	F.6-1468
Sturgeon	Steve and Julie	I673	F.6-1469
Sucich	Bev	I674	F.6-1470
Sucich	Yvonne	I675	F.6-1471
Summe	Gerri	I676	F.6-1472
Summe	Gerri	I677	F.6-1473
Summe	Michael	I678	F.6-1474
Summe	Gerri	I679	F.6-1476
Summit	Sharon	I680	F.6-1479
Sweeny	Dianne M.	I681	F.6-1480
Sweet	Laura	I682	F.6-1482
Sword	Dean and Patty	I683	F.6-1483
<b>T</b>			
Taff	Ken	I684	F.6-1485
Taibi	Evelyn	I685	F.6-1487
Talbott	Thomas	I686	F.6-1489
Tarnawski	Julia	I687	F.6-1491
Tarnawski	Julia	I688	F.6-1493

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Taylor	Victoria	I690	F.6-1496
Teno	Kelly	I691	F.6-1498
Thamm	Andrea	I692	F.6-1502
Thatcher	Tracey	I693	F.6-1504
Thomas	Wayne	I694	F.6-1505
Thomson	Barbara	I695	F.6-1506
Thomson	George	I696	F.6-1507
Toby	Lynne	I697	F.6-1509
Travers	James	I698	F.6-1511
Travers	James	I699	F.6-1512
Trinity	Kathleen	I700	F.6-1513
Trivich	Mike	I701	F.6-1515
Tujetsch	Nancy	I702	F.6-1516
Twohy	Katherine	I703	F.6-1517
<b>U</b>			
Ugematsu	Ryan	I704	F.6-1519
Unknown	Koch	I705	F.6-1520
Unknown	Unknown	I706	F.6-1521
Unknown	Naveen	I707	F.6-1524
Unknown	Jill	I708	F.6-1525
Unknown	Unknown	I709	F.6-1527
Unknown	Edward	I710	F.6-1528
Unknown	Paula	I711	F.6-1529
Unknown	Unknown	I712	F.6-1530
Unknown	Unknown	I713	F.6-1533
Urias	Darrell and Cynthia	I714	F.6-1534
Uyematsv	Ryan	I715	F.6-1542
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Vaccaro	Maureen E.	I716	F.6-1543
Valentine	Gene	I717	F.6-1545
Valentine	Aileen	I718	F.6-1546
Valle	Wilfred	I719	F.6-1547
Van Cott	Thomas W.	I720	F.6-1548
van Muyden	Gillian	I721	F.6-1549
Vanick	Cathy	I722	F.6-1552
Vautrain	Stuart and Mary	I723	F.6-1553
Velasquez	Ray & Maria	I724	F.6-1554
Ventura	Sheila	I725	F.6-1556
Vidal	Juan	I726	F.6-1558
Vierra	Deirdra	I727	F.6-1559
Vlachos	Dino	I728	F.6-1560
Vlachos	Dino	I729	F.6-1561
Voorhees	Paula	I730	F.6-1563
<b>W</b>			
Wade	Marilyn	I731	F.6-1564
Wade	J	I732	F.6-1566
Wagner	Evan	I733	F.6-1567
Wahl	Diana	I734	F.6-1568
Walker	Bill	I735	F.6-1569
Waller	Susan and Jerry	I736	F.6-1570
Walsh	Larry	I737	F.6-1572
Ward	Michelle	I738	F.6-1573
Warner	Lorene and Michael	I739	F.6-1575
Warren Pond	Jill	I740	F.6-1578
Watkins	Steve	I741	F.6-1582

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Watkins	Mary Jo	I742	F.6-1584
Webster	Curt	I743	F.6-1586
Webster	Rhonda	I744	F.6-1587
Weisbach	Shel	I745	F.6-1588
Weisman	Sharon & Bill	I746	F.6-1589
Wenger	Nanette	I747	F.6-1591
White	Stacy	I748	F.6-1594
White	Sean	I749	F.6-1597
White	Marla	I750	F.6-1600
White	Mirth	I751	F.6-1601
Whitney	Jill	I752	F.6-1603
Wichman	Jerahmi	I753	F.6-1605
Wickham	Tammy	I754	F.6-1606
Wierman	Paul	I755	F.6-1607
Wiggert	Gregg	I756	F.6-1609
Wiggert	Pam	I757	F.6-1610
Wilcox	Robert	I758	F.6-1611
Wilke	Gail S.	I759	F.6-1612
Wilkins	Dick	I760	F.6-1613
Williams	Tom	I761	F.6-1614
Williams	Dr. C.T.	I762	F.6-1616
Williams	Tom	I763	F.6-1617
Williams	Tom	I764	F.6-1618
Wilson	Bonita	I765	F.6-1626
Wilson	Jean	I766	F.6-1627
Winkler	JoAnne	I767	F.6-1634
Winstead	Ruth	I768	F.6-1635
Wolfe	Julia	I769	F.6-1637
Wolter	Marc & Carla	I770	F.6-1639
Wolter	Pamela and Myron	I771	F.6-1644
Woodruff	Nancy	I772	F.6-1663
Woodruff	Jeff	I773	F.6-1664
Woolley	Diana	I774	F.6-1666
Wright	Don	I775	F.6-1668
<b>Y</b>			
Yeakle	Ferrol J.	I776	F.6-1672
Yeakle	Ferrol J.	I777	F.6-1673
Yesayan	Gohar	I778	F.6-1675
Youngblood	Marjorie	I779	F.6-1676
Youngblood	Marjorie	I780	F.6-1678
<b>Z</b>			
Zakarian	Armond	I781	F.6-1680
Zapp	Jennifer and Stephen	I782	F.6-1682
Zimmerman	Karen and Tom	I783	F.6-1683
Zinn	Vivian	I784	F.6-1685
Zoto	Alexis	I785	F.6-1686

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Submission I470 (Nicholas and Michele Nassif, September 3, 2014)

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**Palmdale - Burbank - RECORD #682 DETAIL**

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 9/3/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Michele  
**Last Name :** Nassif  
**Professional Title :**  
**Business/Organization :**  
**Address :** 16717 Sultus Street  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** mnassif@pacbell.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To Whom It My Concern:

We definitely oppose the above ground alignment planned for the East end of Santa Clarita for the following reasons:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom.
2. Eliminates a community church.
3. Eliminates houses and negatively impacts neighborhoods.
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita.
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita.
5. Eliminates a job center approved for our community.

Sincerely,

Nicholas and Michele Nassif  
16717 Sultus Street  
Santa Clarita, CA 91387

**EIR/EIS Comment :** Yes

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## Submission I471 (Jan and Dennis Neice, August 21, 2014)

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<b>Palmdale - Burbank - RECORD #207 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/23/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/21/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Jan and Dennis
<b>Last Name :</b>	Neice
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Santa Clarita
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	neiceland@sbcglobal.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Mr. Mark McLoughlin,

I am a resident of Santa Clarita, specifically the Sand Canyon area. Though I do not support the high speed rail in California, I acknowledge that the voters approved it. Therefore, I would like to see it be the most effective and the least disruptive. I strongly prefer the alignment from Burbank to Palmdale, bypassing Santa Clarita. If that option is not accepted, then the tunnel extension would be less damaging to my community. I fully oppose the above ground alignment due to the significant detrimental impact to my community.

Thanks for your consideration,  
Jan Neice

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Support of Alternative Corridor

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## Submission I472 (Dena Nelson, August 18, 2014)

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Palmdale - Burbank - RECORD #130 DETAIL	
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Status :	Pending
Record Date :	8/18/2014
Response Requested :	No
Submission Date :	8/18/2014
Affiliation Type :	Public Meeting
Interest As :	Public Meeting Participant
Submission Method :	Email
First Name :	Dena
Last Name :	Nelson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	00000
Telephone :	
Email :	miscetera@yahoo.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Hello. I support the California High-Speed Rail system. I do not support the idea of disrupting the equestrian communities that lie between Palmdale and Burbank in order to complete the project. The rail can run along the existing transportation corridor that parallels the 14 Freeway and Interstate 5. As a horse owner and resident of Shadow Hills, I will actively fight any attempt to run high speed trains through my neighborhood. Thanks in advance for making the right decision for EVERYONE.
	Dena Nelson
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	In Opposition to Alternative Corridor

Submission I473 (Leonard and Ann Marie Nelson, August 30, 2014)

 **CALIFORNIA High-Speed Rail Authority** **Palmdale to Burbank Section**  
**Scoping Comment Card**

NAME: LEONARD + ANN MARIE NELSON DATE: 8/30/14

MEETING LOCATION: ACTON AFFILIATION: N/A

ADDRESS: 33276th DORAMA AVE EMAIL: \_\_\_\_\_ PHONE: \_\_\_\_\_

CITY: ACTON STATE: CALIF ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) STATEWIDE ☒ PALMDALE TO BURBANK  
BURBANK TO LOS ANGELES ☐

NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

PLEASE SEE ATTACHED  
(3 Pages)

1. AIR QUALITY - Global Climate Change This issue must be addressed by EIR/EIS
2. Geology AND SOILS This issue must be addressed by EIR/EIS
3. Greenhouse Emissions This issue must be addressed by EIR/EIS
4. Hydrology AND WATER RESOURCES This issue must be addressed by EIR/EIS
5. NOISE AND VIBRATION This issue must be addressed by EIR/EIS
6. Public Utilities AND Energy This issue must be addressed by the EIR/EIS

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

ADDITIONAL COMMENTS:

Please consider how this will impact  
the environment and generations  
in the future. Please do environmental  
studies to the maximum and weigh  
the positives and negatives.  
This issue must be addressed  
by the EIR/EIS.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hrr.ca.gov](mailto:palmdale_burbank@hrr.ca.gov).  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Submission I473 (Leonard and Ann Marie Nelson, August 30, 2014) - Continued

8/30/14

Mark A. McLaughlin  
Director of Environmental Issues  
attention Palmdale to Burbank  
Section Project Level EIR/EIS

Dear Sir,

Please address these  
important Environmental issues  
as follows:

1) Air Quality and Global Climate  
Change. The High Speed rail  
will generate acute and chronic  
Health issues due to the volume  
of dust. Because of the geology  
of Aven which includes Serpentine  
rock when disturbed caused by  
drilling could release asbestos-like  
particles and also a possible  
resuspension of Valley Floor when  
soil is disturbed.

This issue must be  
addressed by the EIR/EIS.

2) Geology and Seis  
The San Andreas Fault  
line is located within

Submission I473 (Leonard and Ann Marie Nelson, August 30, 2014) - Continued

8/30/14 2<sup>nd</sup>

five miles of Acton. How will the Authority monitor this to insure public safety?

This issue must be addressed by the EIR/EIS.

3) Greenhouse Emissions

What will be the result on our environment from the Diesel fumes and Carbon monoxide emissions from construction equipment?

This issue must be addressed by the EIR/EIS.

4) Hydrology and Water Resources

There is a high risk of negative impact on Acton's water supply including ground water contamination.

This issue must be addressed by the EIR/EIS.

5) Noise and Vibration

How will vibration and noise exposure be studied and monitored?

Submission I473 (Leonard and Ann Marie Nelson, August 30, 2014) - Continued

8/30/14 3

It is my understanding  
vibration damage will cause  
damage to structures because  
of static stress conditions.

Regarding noise this  
needs to be addressed for ppc  
humans and wildlife. What are  
the health effects?

This issue must be  
addressed by the EIR/EIS.

- 6) Public Utilities and Energy  
What protection services  
will be made available  
in case of a derailment,  
earthquake or other disaster?  
Will there be disruption  
of any utilities?

This issue must be  
addressed by the EIR/EIS.

Thank you

Ann Marie Nelson

Leonard & Ann Marie Nelson

Submission I473 (Leonard and Ann Marie Nelson, August 30, 2014)



## Submission I474 (Dena Nelson, September 9, 2014)

### Palmdale - Burbank - RECORD #763 DETAIL

**Status :** Pending  
**Record Date :** 9/10/2014  
**Response Requested :**  
**Submission Date :** 9/9/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Miscetera  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** miscetera@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** I'm writing to voice my strenuous objection to the alternate proposed route for the High Speed Rail between Palmdale and Burbank and to demand that the alternate proposed route through the Angeles National Forest, Big Tujunga Wash, Verdugo Mountains, and the community of Shadow Hills be immediately removed from further consideration.

The alternate proposed route poses a number of insurmountable problems including earthquake faults, watersheds, flood plains, high voltage power lines, wildlife habitats, mitigation areas and one of the only remaining equestrian neighborhoods within the City of Los Angeles. Shadow Hills is already bordered by and overburdened with freeways, rail lines, airports, landfills, rock quarries, a power plant and a major flood control system.

The HSR is a boondoggle, but the idea of running the train through anything other than the existing transportation corridors is preposterous.

Sincerely,  
Dena Nelson  
horse owner, taxpayer, voter and resident of Shadow Hills

**EIR/EIS Comment :** Yes  
**Need PI response :**  
**General Viewpoint on Project :**

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Submission I475 (Elissa Nemecek, September 5, 2014)

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Mr McLoughlin:

I strongly oppose the current path of HSR through the Santa Clarita Valley and Acton. It will affect our community in a negative way, especially the Sand Canyon area. The newly proposed, Alternative Corridor route mentioned at the recent HSR meetings on August 5<sup>th</sup>, would be shorter, more direct, and affect fewer communities.

It will affect our community due to its lengthy construction and operation, passing through communities that it will not even service. HSR describe levels of 70 to 80 dB every 10 to 12 minutes in the Sand Canyon area alone, this also will negatively impact many in our community. My home in Sand Canyon, where I grew up, sits less than a quarter mile from current and proposed rail tracks. Sand Canyon is known in our community as one of the few remaining rural areas of SCV that allows horses and other ranch animals. Natural habitats of mountain lions, snakes, bats, frogs, fox, ferrets, raccoons, bobcats, coyote, squirrels, woodpeckers, hawks, and other birds, call the areas of Sand Canyon and the Santa Clarita River home. There are two schools, where over 1000 individuals of children and teachers, which will be affected. Also, Sand Canyon includes two churches; one in particular will be completely eliminated, along with several homes, due to the high speed rail.

New rail construction and operation will add more disruptive activity along the Santa Clarita River. Its speeds of 125 to 220 miles an hour cause an extreme safety hazard for the animals and people of our community. Passing through the SCV on its way to Palmdale, the HSR will be built parallel to San Andreas Fault, alongside Highway 14 and existing rail tracks, endangering even more lives than are already in danger along the fault's path.

The task of building the HSR will be extremely disruptive for a community that will receive minimal to no benefit from its constructing and operation. Many families moved to Sand Canyon because of its natural beauty and open spaces. For those of us who live and/or grew up here, we know that the peacefulness we enjoy so much here will be comprised and ruined should this line go through here.

Please choose the alternative route.

Sincerely,



Elissa Nemecek

## Submission I476 (Drew Neumann, August 25, 2014)

### Palmdale - Burbank - RECORD #658 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/25/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Drew  
**Last Name :** Neumann  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** drew@droomusic.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** To Mr. Mark A. McLoughlin,  
As a Sand Canyon resident, I am truly pleased to see that an alternate bullet train route is being considered. While I currently oppose the project based on its projected costs (it's not what I voted for, which was supposed to be \$9B) I am happy to see that efforts are being made to mitigate the impact of this project on residents of Acton, Agua Dulce, and Santa Clarita. The originally proposed route would have been a nuisance to all of us, and the project's impacts would have severely hurt property values here while providing no benefit to local residents. In either route, the nearest station is roughly 45 minutes away, so it's best if the train passes through a shorter and more direct route that impacts fewer people. I've seen several house sales near the originally proposed route fall through, and home/property prices have plummeted in areas near the route due to uncertainties about future plans.

I'm sure you're aware of it, but here is the Times article that got my attention:  
<http://www.latimes.com/local/la-me-bullet-train-route-20140824-story.html>

Please give this alternate route serious consideration, if this project must go through. I'd personally prefer the money to go to education and other infrastructure improvements, but we don't seem to have much of a voice in the process at the moment.

Thank you for considering the input of the residents here.

Warmest Regards,  
Drew Neumann

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I477 (Kim Neuzil, August 27, 2014)

### Palmdale - Burbank - RECORD #605 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Craig  
**Last Name :** Neuzil  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Simi Valley  
**State :** CA  
**Zip Code :** 93065  
**Telephone :**  
**Email :** cneuzil1@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impact schools, churches, and residential dwellings. The proposal has already triggered disclosure on real estate transactions, which is harming sellers.

I, also, want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

If the high-speed project is built, which I hope it is not, please pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Thank you for your consideration.

Kim Neuzil  
Simi Valley, CA 93065

**EIR/EIS Comment :** Yes

## Submission I478 (Kim Neuzil, August 27, 2014)

### Palmdale - Burbank - RECORD #273 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Kim  
**Last Name :** Neuzil  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Simi Valley  
**State :** CA  
**Zip Code :** 93065  
**Telephone :**  
**Email :** cneuzil1@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impact schools, churches, and residential dwellings. The proposal has already triggered disclosure on real estate transactions, which is harming sellers.

I, also, want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

If the high-speed project is built, which I hope it is not, please pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Thank you for your consideration.

Kim Neuzil  
Simi Valley, CA 93065

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

## Submission I479 (Anthony Newhall, August 29, 2014)

### Palmdale - Burbank - RECORD #340 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Anthony  
**Last Name :** Newhall

**Professional Title :**  
**Business/Organization :**  
**Address :** 26084 Charing Cross Road  
**Apt./Suite No. :**  
**City :** Valencia  
**State :** CA  
**Zip Code :** 91355-2028

**Telephone :**  
**Email :** tnewhall@aol.com

**Cell Phone :**

**Email Subscription :**

**Add to Mailing List :** No

**Stakeholder Comments/Issues :** Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814  
Re: Opposition to the Surface Route of the High-Speed Rail between  
Burbank and Palmdale  
Dear Mr. Morales:  
I want to voice my opposition to the proposed High-Speed Rail surface route  
between Burbank and Palmdale. Frankly, I am opposed to the construction  
of this high-speed train altogether, as I think it is not a rational plan that the  
State can afford.  
But if the California High-Speed Rail Authority is determined to pursue this, I  
ask that you make every effort to put the Burbank – Palmdale link  
underground, so that it will travel through a tunnel under the San Gabriels.  
A surface route along Highway 14 between these cities would hurt our  
communities. It would negatively impact businesses, neighborhoods,  
roadways, schools, ranches and residential dwellings.  
It would benefit everyone if the Authority would discard the originally planned  
surface route, which would help reopen discussion and stop the disruption of  
the real estate markets in those communities. If the Authority were to do that,  
a more meaningful debate could begin in those communities about this  
project.  
I urge you to pursue the tunnel-oriented alternative between the Palmdale  
and Burbank, which would provide a more direct, faster, less costly, less  
intrusive and more environmentally friendly route.  
Our communities very much depend on it.

Sincerely,  
Anthony Newhall  
26084 Charing Cross Road  
Valencia, CA 91355-2028  
tnewhall@aol.com

cc: CHSRA Chairman, Dan Richard

**EIR/EIS Comment :** Yes

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## Submission I479 (Anthony Newhall, August 29, 2014) - Continued

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**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer SR 14  
**Form Letter :**

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Submission I480 (Alexandra Newman, August 11, 2014)

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Palmdale to Burbank Scoping Comments, Acton/Agua Dulce Library Meeting 8/11/14  
Alexandra Newman  
335 Tiger Mountain Rd/32418 Angeles Forest Hwy  
Palmdale, CA 93550

ENVIRONMENTAL CONCERNS

- **FIRST AND FOREMOST: WATER.** How can the massive amounts of water necessary for HSR construction be justified in the middle of a catastrophic drought... water that will be needed/should be used for more pressing/important things, like maintaining life?
- Acton's water is predominantly supplied by private wells. Wherever HSR tunnels and/or runs underground, there will likely be destruction/alteration of wells in the impacted areas, and possibly the aquifer that supplies these wells. In a continuing drought, if the aquifer is further lowered/drained by HSR construction— whether underground or over ground— the possibility of individual well replacement becomes a moot point... you won't simply be able to "drill another one" (as Project Manager Michelle Boehm cavalierly responded at meeting) because new wells probably won't be able to pump/meet standards required by LA County... how will HSRA address/mitigate this issue? Will city water be brought in, and if so, what do people do while THAT monumental project is being constructed/completed? City water is considerably more expensive than well water... how will those of us affected be compensated for increased water cost?
- How will HSRA prevent sensitive "blue lines" from fracture?
- How will HSRA ensure that **WHATEVER GROUNDWATER REMAINS** is not contaminated with hazardous chemicals from construction activities and run-off?

DISRUPTION OF SANTA CLARA WATERSHED/RIVER:

- Especially pertinent to the Angeles Forest route, both tunnel and aboveground: if the watershed is altered, the aquifer could be further affected/diminished, in turn affecting the Santa Clara River, in turn affecting its flora/fauna, some of which is endangered and/or threatened. How will HSRA protect this sensitive area and ensure that the delicate balance of the eco-system is not disrupted and/or altered? How will local

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Submission I480 (Alexandra Newman, August 11, 2014) - Continued

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Palmdale to Burbank Scoping Comments, Acton/Agua Dulce Library Meeting 8/11/14  
Alexandra Newman  
335 Tiger Mountain Rd/32418 Angeles Forest Hwy  
Palmdale, CA 93550

wildlife corridors/territories/breeding grounds of resident species (some sensitive and/or endangered) be protected?

**AIR POLLUTION IN THE ACTON/SANTA CLARITA VALLEY:**

- dust created by the rail construction could contain/release Valley Fever spores, dangerous heavy metals and other toxic elements such as asbestiform particles from disturbance of indigenous serpentine rock. How will HSRA mitigate these serious problems and protect residents from this danger? How will illnesses resulting from exposure be managed/handled?
- exhaust fumes from construction equipment and train itself: same questions.

**NOISE POLLUTION:**

- How will Acton residents, both human AND animal (including wildlife, which is HIGHLY sensitive to acoustical environment and human-induced noise pollution), be protected from an 85 decibel sound AVERAGE (based on HSRA noise studies on FLAT ground in URBAN areas) emitted by HSR, a level high enough to cause deafness in animals?
- Considering noise is magnified up-canyon when bounces off canyon walls, how will HSR address/mitigate the increased noise generated as it is projected through local mountainous terrain consisting of canyons/valleys?
- How will the sonic boom effect of trains coming out of tunnels be addressed/mitigated?

**GEOLOGIC ISSUES:**

- The San Andreas fault line is within 5 miles of Acton, and the State of California has identified the Acton quadrangle as an official seismic hazard zone. Landslides/liquefaction are likely to take place in a 5.5 or higher quake... how will HSRA ensure public safety in the event of a large earthquake that causes an HSR infrastructure to collapse, during its construction or after?

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Submission I480 (Alexandra Newman, August 11, 2014) - Continued

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Palmdale to Burbank Scoping Comments, Acton/Agua Dulce Library Meeting 8/11/14  
Alexandra Newman  
335 Tiger Mountain Rd/32418 Angeles Forest Hwy  
Palmdale, CA 93550

- If/when tunneling underground, where will massive amounts of displaced dirt/rocks go?
- Again, how will HSRA protect Acton residents from release of dangerous particles, such as asbestiforms from local indigenous serpentine rock?

OTHER ISSUES:

- Acton is a quiet peaceful community with panoramic views of wide-open spaces, a RURAL community as designated by LA county area plan. HSR is an urban abomination... if/when overground, how can/will the rural nature of town and its surroundings/views be preserved/protected/maintained?
- How will horse trails and hiking paths, access to open space and designated wilderness areas be preserved/protected?
- How will increased fire danger in drought-affected wildlands and Nat'l Forest by HSR construction be addressed/mitigated? What additional fire prevention/emergency contingencies and resources will be in place should a fire get started? How will surrounding properties be protected from fire?
- Acton/Agua Dulce area is rich in Native American history/culture/artifacts from their camps, burial and/or ceremonial grounds... how will HSRA protect these areas and ensure that they will remain pristine?
- How will property owners be compensated for severe decline in property values due to close proximity of HSR even if not directly impacted by it? Who will want to live in a "ranch town" that is rendered incompatible to horses and animals due to HSR?

ADDITIONAL COMMENTS:

- HOW CAN ANY ILL-EFFECTS ON THE WATER TABLE, LOCAL WELLS/AQUIFER DUE TO THIS PROJECT BE JUSTIFIED WHEN WE ARE IN A CATASTROPHIC DROUGHT?
- HOW CAN THE AMOUNT OF WATER NEEDED FOR THE CONSTRUCTION BE JUSTIFIED FOR A PROJECT THAT WILL ONLY BENEFIT THE FEW WHO WILL BE ABLE TO AFFORD TO USE IT IF/WHEN IT'S ACTUALLY EVER ABLE TO BE COMPLETED?

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Submission I480 (Alexandra Newman, August 11, 2014) - Continued

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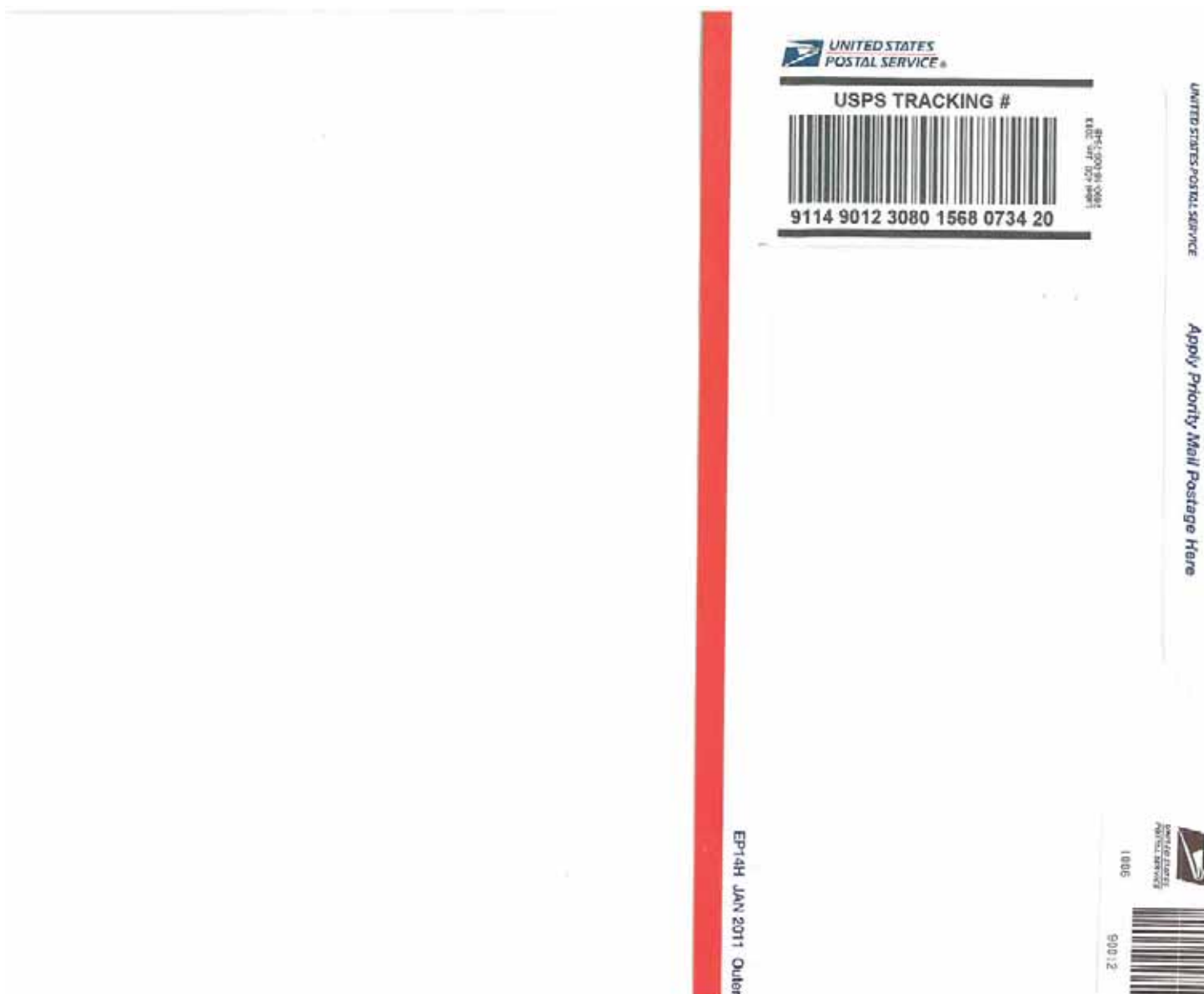
Palmdale to Burbank Scoping Comments, Acton/Agua Dulce Library Meeting 8/11/14  
Alexandra Newman  
335 Tiger Mountain Rd/32418 Angeles Forest Hwy  
Palmdale, CA 93550

- MONEY/WATER BEING USED FOR HSR SHOULD BE USED INSTEAD FOR THE TRUE GREATER GOOD IN CALIFORNIA: *water reclamation/desalinization* in a state that ALWAYS HAS BEEN and ALWAYS WILL BE subject to periodic drought, as well as for updating water infrastructure currently on a 300 yr replacement schedule in LA county, so that that disasters (such as what happened in recent UCLA incident) resulting from bursting antiquated pipes can be prevented... millions of precious gallons "down the drain" while we are endlessly being told not to water our gardens or wash our cars
- IF HSR CONSTRUCTION AND/OR PROJECT ITSELF IS STOPPED/ABANDONED DUE TO LEGAL ISSUES, CHANGE IN POLITICAL CLIMATE OR INEVITABLE LACK OF FUNDING, HOW WILL PROPERTY DESTRUCTION/DEVALUATION CAUSED BY ITS PARTIAL CONSTRUCTION BE REVERSED? HOW WILL AFFECTED PROPERTY OWNERS BE COMPENSATED?
- EVEN IF THIS SEGMENT REACHES COMPLETION, HOW WILL PEOPLE GET WHERE THEY NEED TO GO ONCE THEY GET TO BURBANK WITH NO ADEQUATE/DECENT LOCAL PUBLIC TRANSPORTATION SYSTEM IN PLACE, THE SAME REASON MORE PEOPLE DON'T USE METROLINK RAIL SYSTEM NOW? TO MY KNOWLEDGE, THIS VERY IMPORTANT ISSUE HAS NOT BEEN ADDRESSED BY HSRA OR GOVERNMENT OFFICIALS AT ALL
- IF THE BROWNOGGLE HSR MUST BE CONSTRUCTED, RUN IT UNDERGROUND AND OUT OF ACTON BOUNDARIES ALTOGETHER... BETTER YET, PUT HSR ON THE BALLOT AGAIN AND IT WILL FAIL


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Submission I480 (Alexandra Newman, August 11, 2014)

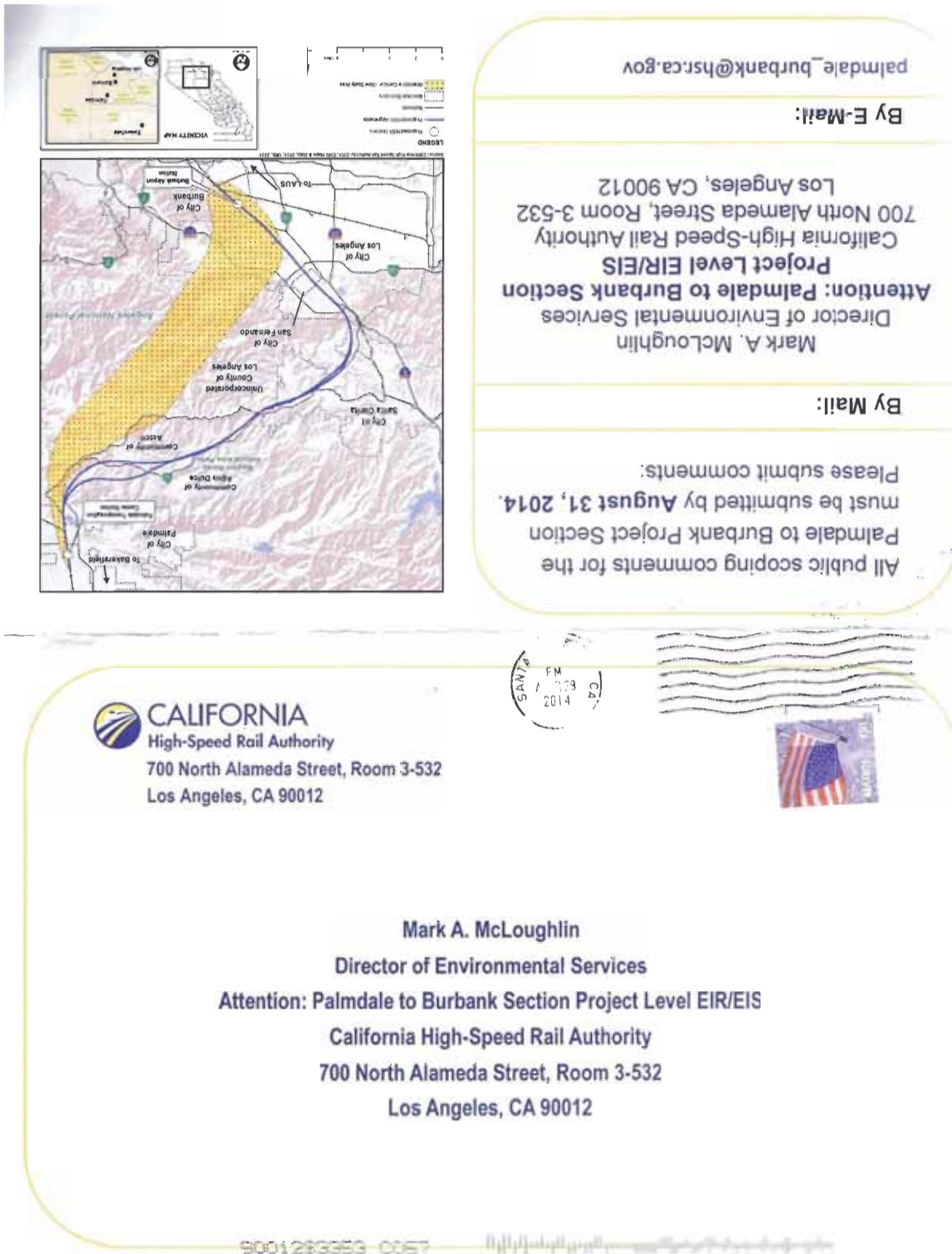
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Submission I481 (William Nichols, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>William Nichols</u>		DATE: <u>AUG 20, 2014</u>	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: <u>11465 ORO VISTA AVE</u>		EMAIL:	PHONE: <u>818 353 6457</u>
CITY: <u>SUNLAND</u>	STATE: <u>CA</u>	ZIP: <u>91040-2032</u>	ZIP: <u>91040</u>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ul style="list-style-type: none"><li>- EFFECT ON LOCAL SUNLAND COMMUNITY IF HSR CAME THROUGH ANGELS NAT'L FOREST</li><li>- EFFECT ON the NATIONAL FOREST</li><li>- BETTER TO USE FREEWAY 14 PROPOSED ROUTE AND NOT ALTERNATIVE ROUTE</li></ul>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</p>			

Submission I481 (William Nichols, August 29, 2014)



## Submission I482 (Frederick and Linda Niemann, August 29, 2014)

### Palmdale - Burbank - RECORD #473 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Linda  
**Last Name :** Niemann  
**Professional Title :**  
**Business/Organization :**  
**Address :** 33716 Hubbard Rd  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** fritziebear@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle on so many levels.

First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our community

relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by drastically lowering property values.

The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area.

Noise pollution, electromagnetic interference and radiation also result in negative impacts to our environment.

Also there is the possibility of instability due to the earthquake faults in the area .

California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project?

As long time residents of Acton, we wish to again voice our strong objection to this project.

Frederick and Linda

Niemann

33716 Hubbard Rd.  
Acton CA, 93510

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Oppose CAHSR Project  
**Form Letter :**

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Submission I483 (Howard & Mary Noble, September 10, 2014)

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9-8-14

To the Proponents of HSR

This letter is being written to express my protest of the High Speed Rail Initiative, specifically the plan to build a high speed rail track through my community of Shadow Hills and for the State's use of Imminent Domain to force residents from their homes. Firstly the idea of a high speed rail is ludicrous at this point in time. It's common knowledge that California is bankrupt and completely unable to fully finance a project of this size, including providing adequate compensation for those residents who would be affected by an Imminent Domain seizure. The fraudulence behind this project has already been exposed and its continued proposition by Governor Jerry Brown has made both Him and California a laughing stock to the rest of the Country. Governor Moonbeam's frightening obsession with this high speed rail has brought forth a form of incompetence that in the past would have led to criminal charges or at the very least the demand for an express resignation. It's sickening that rather than focus both time and money on projects that would aid California and Her citizens, such as a desalination plant which would prevent a dust bowl in the north and alleviate drought conditions in the south, Governor Brown would rather use public funds to force people from their homes in order to construct a rail system that nobody wants, and would never yield any profit to the state, as the cost of construction of the rail will never be paid off and will ultimately be compounded annually by its maintenance. Unless the entire track is underground it's going to be a sure fire bet that all property values in Shadow Hills will plummet. Shadow Hills is now and has always been horse country, as it is we're just far enough from the freeway that the horses aren't agitated by the traffic. However putting a high speed train complete with an excessive amount of noise pollution straight through the neighborhood is just the

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Submission I483 (Howard & Mary Noble, September 10, 2014) - Continued

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thing to make a bunch of ranch property incapable of housing livestock of any kind. This decline in property value would luckily only affect those who weren't forced to leave their homes under an act of Imminent Domain. Imminent Domain is in the 5<sup>th</sup> Amendment of the Constitution which grants the Federal Government the ability to take control of private land so long as adequate compensation is provided, and the 14<sup>th</sup> Amendment grants this power to the states. However the concept of Imminent Domain was that it would only be used in matters of national security, the building of a strategically important military base for example, but starting in the early 90's state law makers saw imminent domain as a means to forcibly "gentrify" neighbor hoods they deemed as run down. We in Shadow Hills faced this once before when former L.A. Mayor Antonio Villaraigosa wanted to seize a bunch of property for a low rent housing complex. The biggest problem with imminent domain apart from the incredible abuse of power as well as the moral failing by politicians that it demonstrates is that often times adequate compensation is never fully given. For example both my Husband and I are elderly, and apart from the memories we have of our home, the cost and strain of having to move at our age would be far more than the assessed value of our property. We need to send a message to the people backing the HSR that we will not stand for this. In addition to using any legal means to obstruct the development of the HSR I suggest we also make it a point to inform every opponent of the current politicians of their actions regarding the HSR and Imminent Domain. We should send a message that in every campaign for the rest of their careers the HSR will be used as ammunition against them, this includes the current Governor Jerry Brown. His re-election may be assured, but at some point soon due to obvious creeping dementia he will have to step down, and we should inform any current politicians with aspirations of Governorship that an endorsement by Brown is a political death sentence, and as such hopefully instill the notion that what the

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Submission I483 (Howard & Mary Noble, September 10, 2014) - Continued

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people of California want is an abandonment of disastrous policies and projects, such as the HSR, and an implementation of good common sense leadership, that values the rights and wellbeing of the people of California over misguided and dangerous political idealism.

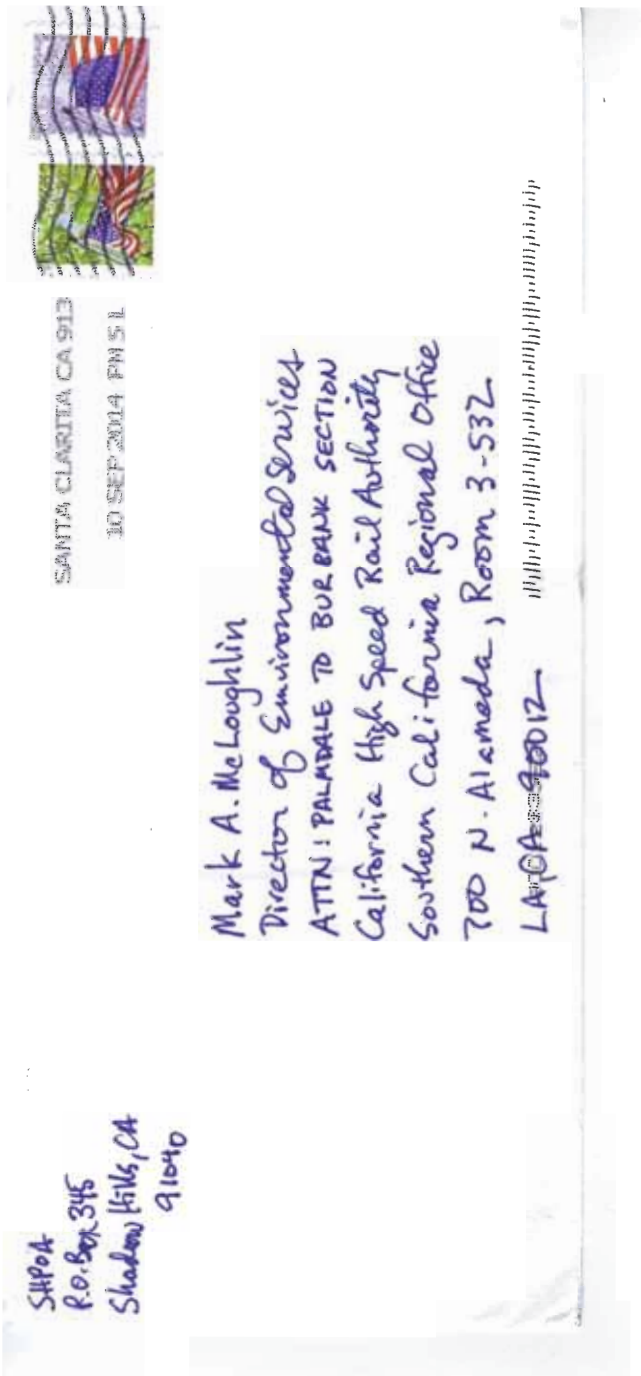
Sincerely,

Mary Noble

*Howard Noble*  
*Mary Noble*

**Mr. Howard Noble**  
11305 Sheldon St.  
Sun Valley, CA 91352-1120

Submission I483 (Howard & Mary Noble, September 10, 2014)



## Submission I484 (David Norbury, September 13, 2014)

### Palmdale - Burbank - RECORD #786 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/13/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** David  
**Last Name :** Norbury  
**Professional Title :**  
**Business/Organization :**  
**Address :** 8420 La Tuna Canyon Road  
**Apt./Suite No. :**  
**City :** Los Angeles  
**State :**  
**Zip Code :** 91352  
**Telephone :** 213.716.0775  
**Email :** d@davidnorbury.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** David Norbury  
(213) 716-0775  
  
davidnorbury.com  
d@davidnorbury.com  
  
Skype dr.norbury  
  
8420 La Tuna Canyon Road, LA CA 91352  
  
From: David Norbury <d@davidnorbury.com>  
Date: Saturday, September 13, 2014 at 10:32 AM  
  
Subject: Against New High Speed Rail Plan and Route

To whom it may concern,

I am writing to you today about the High Speed Rail going from Palmdale to Burbank. I have spoken with people in my canyon about the new possibility of this thing running through The Los Angeles National forrest, one of LA's treasures ,threatened by drought and fires ?bad enough and now this ,urban high speed train running through all this natural land .Our community ?mostly equestrian and my canyon which is struggling to stay natural as it is. We have fought off dwp and solar panel farms, and AT T wanting to put up cell towers, now this. I bought my ranch to live in the country after 16 years in Manhattan and 18 years in the Hollywood hills ,I have found living close to the city but in this rural setting very important. I understand LA is growing ,but saving our open spaces is very important to all Angelenos .

At best I ask you elected officials and guardians of this land to at least research the environmental impact this situation would create , I'm sure you will find it a bad idea and a destructive plan of action.

I fully support dropping this new plan for all the obvious reasons I have stated above.

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Submission I484 (David Norbury, September 13, 2014) - Continued

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David Norbury  
(213) 716-0775


davidnorbury.com  
d@davidnorbury.com

Skype dr.norbury


8420 La Tuna Canyon Road, LA CA 91352

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to Alternative Corridor
<b>Form Letter :</b>	

Submission I485 (Cathy Norman, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: CATHY NORMAN		DATE: 8-14-2014	
MEETING LOCATION: ACTON LIBRARY		AFFILIATION: ACTON RESIDENT	
ADDRESS: 2657 CARROLOS ST		EMAIL: CATHYAARONC@aol.com	PHONE: —
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
1) LOSS OF OUR WATER WELLS 2) LOWERING OF WATER TABLE 3) DEPLETION OF AQUIFERS 4) NOISE BOTH DURING & AFTER CONSTRUCTION AND EFFECTS FROM NOISE ON OUR ANIMALS & US. 5) DESTRUCTION OF ACTON AND ITS RURAL ATMOSPHERE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
1) WATER - USE OF WATER BY THE PROJECT WHICH WILL DEplete OUR water table - AND - IRREVERSIBLE DAMAGE AND DEPLETION OF WATER IN OUR AQUIFERS FROM THIS PROJECT. 2) HOW WILL DAMAGED LIVES, PROPERTIES & LOSS OF water & water wells BE PAID FOR BY HIGH SPEED RAIL ???			
ADDITIONAL COMMENTS:			
1) NO BULLET TRAIN in Acton!!!! IT will RUIN our city and is of NO benefit whatsoever to anyone who RESIDES HERE. 2) NO BULLET TRAIN in CALIFORNIA!!!! HUGE WASTE OF TAXPAYERS money & UNNEEDED!			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I486 (Michael Norman, August 30, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Michael Norman		DATE: 8/28/14	
MEETING LOCATION: Acton		AFFILIATION:	
ADDRESS: 34348 Katrina St.	EMAIL:	PHONE: 661-714-4150	
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. - A concern for me is your hours of operation. I am only allowed to make noise in my neighborhood between the hours of 7am 10pm yet you will be running from the hours of 5AM-12AM. I commute an hour to work and have to be there at 6am. I'm in bed early and up at 4:30am. I work a dangerous job where I need to be well rested. 4 1/2 hours of sleep will not leave me well rested and will put my life in danger every day I work and it will continue to worsen over time. This will not only put my life in danger but the people I commute with every day, my co-workers and the public. It's not just me that will be affected, but the 1000's of people in the many communities your railway will impact.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? - Another concern for me is your noise report. It is given as an "average" of the decibels in an hour. What is the noise level as it goes by <u>NOT</u> averaged. A second concern with your noise report is that it was done on open, flat terrain. We are a valley with mountains converging at all angles. The echoing through the mountains and over valley will definitely change the behavior of the noise. You need to do and <u>release</u> a report for our area. We all know why you average the decibels. We're not fooled.			
ADDITIONAL COMMENTS: - I want a 3rd party to do an ambient noise study at my home/neighborhood. I want it done before construction starts so we have a base line reading. I want the neighborhood locked down to only the people who come and go during their daily routines. No running semis 24/7 through a residential neighborhood where the only time a semi would come in is if it's a delivery or a moving truck. No funny business as has already been done elsewhere.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. IN ACTON. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hrr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I486 (Michael Norman, August 30, 2014)



## Submission I487 (Maureen OByrne, September 12, 2014)

### Palmdale - Burbank - RECORD #793 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Maureen  
**Last Name :** OByrne  
**Professional Title :** Sunland Tujunga Neighborhood Council Region 4 Representative  
**Business/Organization :**  
**Address :** 8970 Foothill Blvd.  
**Apt./Suite No. :**  
**City :** Sunland  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** obyrne416@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Dear HSR,

I am a 30+ year resident of Sunland-Tujunga and am writing to you today to voice my opposition to the "Alternative Corridor" being placed somewhere in Little/Big Tujunga Canyon and through Lake View Terrace.

First and foremost I find it so irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of this "Alternative Corridor". Seriously, you can not tell from any of the maps put out by HSR exactly where this is in our canyons.

The community of Shadow Hills is in the eye of the storm for the HSR alternative line and I am highly opposed to any of the lines coming through the Big & Little Tujunga Wash and Shadow Hills. The lines need to go through commercial and industrial areas, not residential or sensitive protected open space. Plus it is my understanding that the HSR needs to follow existing travel corridors, not be placed in open space and protected land.

The proposed "Alternative Corridor" Impacts are huge and will affect Sunland-Tujunga and Shadow Hills negatively for years on end. There will be a large impact on our traffic on Foothill Blvd. (Oro Vista being one of the few ways to access the alternate corridor) large construction vehicles driving hitting Foothill Blvd, a 4 lane street will be hugely affected. That will be a disruption to our quality of life for years and years.

The environmental concerns I have are land use involving the Angeles National Forest, possibly National Park Open Space and our low density residential community. There could be disruption and ruin to our ground water and water sheds. This alternate path seems to be crossing (2) active fault systems (San Gabriel and Verdugo Hills). It is my belief the myriad of environmental obstacles raises insurmountable costs and is infeasible. Further, there are not just a few homes at risk. The entire communities of Shadow Hills and Sunland Tujunga are at risk.

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Submission I487 (Maureen OByrne, September 12, 2014) - Continued

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In closing, I am completely opposed to the HSR and exploring the "Alternative Corridor" as the negative impacts would be insurmountable.

Sincerely,

Maureen A. O'Byrne, Resident  
8970 Foothill Blvd, Sunland, CA 91040

and  
Sunland Tujunga Neighborhood Council  
Region 4 Representative

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to Alternative Corridor
<b>Form Letter :</b>	

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Submission I488 (Charles J. O'Connell, Caltrans, District 7, August 26, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:


I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

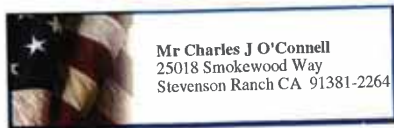
The hope of our community depends on it.

Sincerely,

  
Dep. Director  
Caltrans, Dist 7, Retired

Cc: CHSRA Chairman, Dan Richard

Submission I488 (Charles J. O'Connell, Caltrans, District 7, August 26, 2014) - Continued

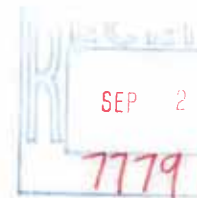


SANTA CLARITA CA 913

27 AUG 2014 PM 8 L




Mr. Jeff Morales  
CEO  
Calif. High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814



9581438600



Submission I489 (Kelly O'Conner, August 25, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Kelly O'Conner</u>		DATE: <u>8.25.14</u>	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: <u>1532 E. MOUNTAIN ST.</u>	EMAIL: <u>dkoconnell@sbglobal.net</u>	PHONE: <u>626 794-3228</u>	
CITY: <u>PASADENA</u>	STATE: <u>CA</u>	ZIP: <u>91104</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>THE PROPOSED USE OF EITHER LITTLE TUJUNGA CANYON OR BIG TUJUNGA CANYON WOULD DISRUPT A GREAT DEAL OF NATURAL WILDLIFE.</p> <p>IN ADDITION - EQUINE PROPERTY AND TRAILS HAVE BEEN DECIMATED IN THE LAST 25 YEARS IN L.A. COUNTY.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>THESE CANYONS AND THE HANSEN DAM RECREATION AREA IS ONE OF THE FEW PLACES LEFT IN LOS ANGELES COUNTY FOR HORSES.</p>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

All public scoping comments for the  
 Palmdale to Burbank Project Section  
 must be submitted by **August 31, 2014**.  
 Please submit comments:

**By Mail:**

Mark A. McLoughlin  
 Director of Environmental Services  
 Attention: Palmdale to Burbank Section  
 Project Level EIR/EIS  
 California High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

**By E-Mail:**

palmdale\_burbank@hsrc.ca.gov  
 subject line: PALMDALE TO BURBANK  
 section



## Submission I490 (Brenda Ofiesh, August 22, 2014)

### Palmdale - Burbank - RECORD #196 DETAIL

**Status :** Pending  
**Record Date :** 8/23/2014  
**Response Requested :** No  
**Submission Date :** 8/22/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Brenda  
**Last Name :** Ofiesh  
**Professional Title :**  
**Business/Organization :**  
**Address :** 16217 Warmuth Road  
**Apt./Suite No. :**  
**City :** Canyon Country  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** barkark@roadrunner.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** 16217 Warmuth Road  
Canyon Country, CA 91387  
August 22, 2014

Mr. Mark A. McLoughlin  
Director of Environmental Services  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, Ca 90012

Dear Mr. McLoughlin:

I am writing to you because of my extreme distress over the proposed high speed rail project going through Santa Clarita Valley. The original HSR that was voted on by taxpayers paralleled the 5 freeway, and went up the Grapevine. The new, current configuration has a significant and negative impact on a community that is currently quiet, and rural, and many homes have animals that would potentially not become accustomed to the noise, and could cause property damage in their attempt to get away from the noise.

I hear the train going by now, in the middle of the night. I live 2 miles south of the 14, off Sand Canyon. The HSR has a much higher decibel output, and will be higher from the ground than the existing rail. The sound will travel easily down the canyon and reverberate off its walls. It will jar me out of sleep. Perhaps I should call you each time I am awakened?

Put the rail back along the 5, or bypass Santa Clarita Valley entirely! It is ridiculous for a railroad to bounce and jar the residents of a community that will not, and want not, to be served by this budget buster.

Of all the choices for this intruder to be built, the above ground option will do the most violence to our community, and will be the most strenuously opposed by our community. If you must run that rail in our vicinity, continue it

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Submission I490 (Brenda Ofiesh, August 22, 2014) - Continued

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underground, as you propose from Burbank. My church is in its path. The homes of my friends are in its path. Schools are in its path. Noise will belch from its tracks, and it will be a constant visual reminder that no natural area is sacred from the intrusion of a political agenda.

Please stop this invasion of noise, steel, destruction, and home invasion!!

Sincerely,

Brenda Ofiesh

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**

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Submission I491 (Brenda Ofiesh, August 25, 2014)

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16217 Warmuth Road  
Canyon Country, CA 91387  
August 22, 2014

Mr. Mark A. McLoughlin  
Director of Environmental Services  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, Ca 90012

Dear Mr. McLoughlin:

I am writing to you because of my extreme distress over the proposed high speed rail project going through Santa Clarita Valley. The original HSR that was voted on by taxpayers paralleled the 5 freeway, and went up the Grapevine. The new, current configuration has a significant and negative impact on a community that is currently quiet, and rural, and many homes have animals that would potentially not become accustomed to the noise, and could cause property damage in their attempt to get away from the noise.

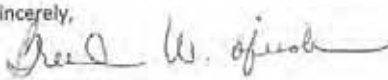
I hear the train going by now, in the middle of the night. I live 2 miles south of the 14, off Sand Canyon. The HSR has a much higher decibel output, and will be higher from the ground than the existing rail. The sound will travel easily down the canyon and reverberate off its walls. It will jar me out of sleep. Perhaps I should call you each time I am awakened?

Put the rail back along the 5, or bypass Santa Clarita Valley entirely! It is ridiculous for a railroad to bounce and jar the residents of a community that will not, and want not, to be served by this budget buster.

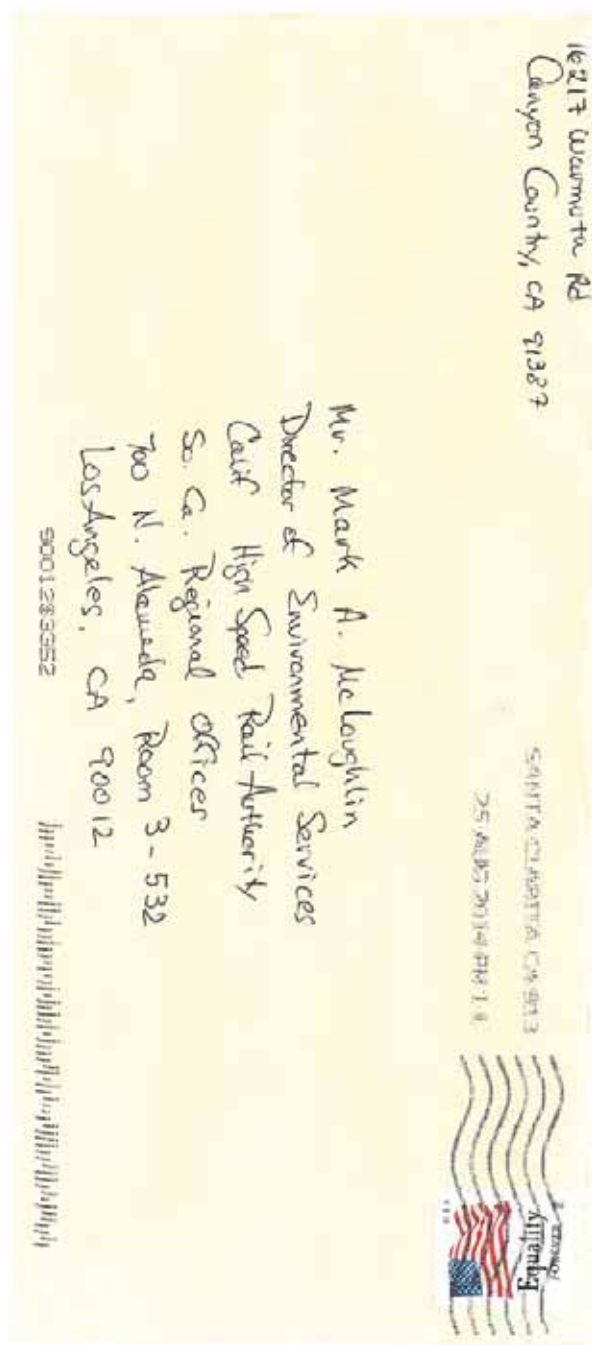
Of all the choices for this intruder to be built, the above ground option will do the most violence to our community, and will be the most strenuously opposed by our community. If you must run that rail in our vicinity, continue it underground, as you propose from Burbank. My church is in its path. The homes of my friends are in its path. Schools are in its path. Noise will belch from its tracks, and it will be a constant visual reminder that no natural area is sacred from the intrusion of a political agenda.

Please stop this invasion of noise, steel, destruction, and home invasion!!

Sincerely,

  
Brenda Ofiesh

Submission I491 (Brenda Ofiesh, August 25, 2014)



## Submission I492 (Sandra Ogden, September 7, 2014)

### Palmdale - Burbank - RECORD #720 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :** No  
**Submission Date :** 9/7/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Sandra  
**Last Name :** Ogden  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** ssogden@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

Dear Committee,

We opposed Shadow Hills being considered as a route for the High Speed Rail (HSR) project. Shadow Hills is a residential community with unique equine keeping characteristics and abundant wildlife. Placing such a rail system in such a sensitive ecological area as described would be highly destructive to wildlife habitat and to our community.

We believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. The community of Shadow Hills is in center of the route for the HSR alternative line and we are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills." We are strongly opposed to this route even being considered and we believe the myriad of environmental obstacles raises insurmountable costs and is infeasible.

If the High Speed Rail must be constructed at all, which we do not believe is necessary, the line needs to go through commercial and industrial locations, not residential or sensitive environmental areas.

Furthermore, as lifetime California residents, we oppose the entire concept of building a High Speed Rail here in the state at all and consider it a needless financial burden on California tax payers. This is a project that has no lasting value to the residents of California and will become a money pit that will drain tax dollars from the citizenry. There is no "passenger" base clamoring for this rail system, therefore there will be no one to support its ongoing expense, except the California tax payer.

Our concerns are deep. There are not just a few homes a risk, but rather the entire community of Shadow Hills. Here is a list of our main concerns about the negative impact the High

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Submission I492 (Sandra Ogden, September 7, 2014) - Continued

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Speed Rail will have on our community:

- \* property values
- \* scenic highway
- \* earthquake faults
- \* federal waters and endangered species
- \* eminent domain
- \* noise
- \* pollution
- \* threat to equestrian lifestyle
- \* construction impacts

Respectfully in Opposition.

Robert and Sandra Ogden  
Shadow Hills, CA

EIR/EIS Comment :

Yes

## Submission I493 (Sandra Ogden, September 8, 2014)

### Palmdale - Burbank - RECORD #746 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :**  
**Submission Date :** 9/8/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Sandra  
**Last Name :** Ogden  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :**  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin,

As we have already stated, we are opposed Shadow Hills being considered as a route for the High Speed Rail (HSR) project. Shadow Hills is a residential community with unique equine keeping characteristics and abundant wildlife. Placing such a rail system in such a sensitive ecological area as described would be highly destructive to wildlife habitat and to our community.

As lifetime California residents, we oppose the entire concept of building a High Speed Rail here in the state at all and consider it a needless financial burden on California tax payers. This is a project that has no lasting value to the residents of California and will become a money pit that will drain tax dollars from the citizenry to keep in afloat. There is no "passenger" base clamoring for this rail system, therefore there will be no one to support its ongoing expense, except the California tax payer.

We have grave concerns when we hear factually questionable statements coming from persons such as, Michelle Boehman, claiming that "ridership is robust". It appears that the committee is clearly out of touch with the demographics for this project.

Please see this article:

Metrolink's Annual Ridership Continues To Drop  
<http://www.latimes.com/local/la-me-metrolink-riders-20140908-story.html>  
But if the High Speed Rail must be constructed at all (which we do not support) the line needs to go through commercial and industrial locations, not residential or sensitive environmental areas.

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Submission I493 (Sandra Ogden, September 8, 2014) - Continued

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Our concerns are deep. There are not just a few homes a risk, but rather the entire community of Shadow Hills. Here is a list of our main concerns about the negative impact the High Speed Rail will have on our community:

- \* property values
- \* scenic highway
- \* earthquake faults
- \* federal waters and endangered species
- \* eminent domain
- \* noise
- \* pollution
- \* threat to equestrian lifestyle
- \* construction impacts

In respectful opposition.

Robert and Sandra Ogden  
Shadow Hills, CA

EIR/EIS Comment :

Yes

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Submission I494 (Sandra & Robert Ogden, September 12, 2014)

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September, 10, 2014

Sandra and Robert Ogden  
9700 Wornon Ave.  
Shadow Hills, CA 91041

Mark A. McLoughlin, Director of Environmental Services  
California High Speed Rail Authority  
700 North Alameda Street, Room 3-532  
LA, CA 90012

ATTN: PALMDALE TO BURBANK PROJECT SECTION

Dear Committee,

We opposed Shadow Hills being considered as a route for the High Speed Rail(HSR) project. Shadow Hills is a residential community with unique equine keeping characteristics and abundant wildlife. Placing such a rail system in such a sensitive ecological area as described would be highly destructive to wildlife habitat and to our community.

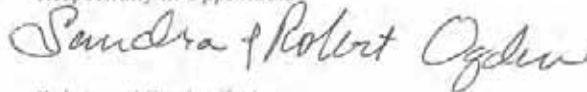
We believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. The community of Shadow Hills is in center of the route for the HSR alternative line and we are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills." We are strongly opposed to this route even being considered and we believe the myriad of environmental obstacles raises insurmountable costs and is infeasible.

If the High Speed Rail must be constructed at all, which we do not believe is necessary, the line needs to go through commercial and industrial locations, not residential or sensitive environmental areas.

Furthermore, as lifetime California residents, we oppose the entire concept of building a High Speed Rail here in the state at all and consider it a needless financial burden on California tax payers. This is a project that has no lasting value to the residents of California and will become a money pit that will drain tax dollars from the citizenry. There is no "passenger" base clamoring for this rail system, therefore there will be no one to support its ongoing expense, except the California tax payer.

Our concerns are deep. There are not just a few homes at risk, but rather the entire community of Shadow Hills. Here is a list of our main concerns about the negative impact the High Speed Rail will have on our community: decreased property values, threat to equestrian lifestyle loss of sensitive ecological area, noise and pollution, among other concerns.

Respectfully in Opposition,



Robert and Sandra Ogden

Submission I494 (Sandra & Robert Ogden, September 12, 2014)



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Submission I495 (Sandra & Robert Ogden, September 12, 2014)

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**Palmdale - Burbank - RECORD #832 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Sandra & Robert  
**Last Name :** Ogden  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** ssogden@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** To:  
Mark A. McLoughlin, Director of Environmental Services  
ATTN.: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
700 North Alameda Street, Room 3-532  
LA, CA 90012

Dear Committee,

We  
opposed Shadow Hills being considered as a route for the High Speed  
Rail(HSR) project. Shadow Hills is a residential community with unique  
equine keeping  
characteristics and abundant wildlife. Placing such a rail system in  
such a sensitive ecological area as described would be highly  
destructive to wildlife habitat and to our community.

We  
believe it is irresponsible for the HSR to put out such a  
vague and non-specific map that shows nearly 500 square miles  
potentially in the path of HSR and putting so many people under the  
cloud of HSR. The community of Shadow Hills is in center of the route  
for the HSR alternative  
line and we are opposed to any of the lines coming through the Big  
Tujunga Wash and Shadow Hills." We are strongly opposed to this route  
even being considered and we believe the myriad of environmental  
obstacles raises insurmountable costs and is infeasible.

If  
the High Speed Rail must be constructed at all, which we do not believe  
is necessary, the line needs to go through commercial and industrial  
locations, not residential or sensitive environmental areas.

Furthermore,  
as lifetime California residents, we oppose the entire concept of

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Submission I495 (Sandra & Robert Ogden, September 12, 2014) - Continued

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building a High Speed Rail here in the state at all and consider it a needless financial burden on California tax payers. This is a project that has no lasting value to the residents of California and will become a money pit that will drain tax dollars from the citizenry. There is no "passenger" base clamoring for this rail system, therefore there will be no one to support its ongoing expense, except the California tax payer.

Our concerns are deep. There are not just a few homes a risk, but rather the entire community of Shadow Hills. Here is a list of our main concerns about the negative impact the High Speed Rail will have on our community: property values

- \* scenic highway
- \* earthquake faults
- \* federal waters and endangered species
- \* loss of sensitive ecological area
- \* eminent domain
- \* noise
- \* pollution
- \* threat to equestrian lifestyle
- \* construction impacts

Respectfully in Opposition.

Robert and Sandra Ogden  
Shadow Hills, CA

**EIR/EIS Comment :**

Yes

**Need PI response :**


Yes- Standard Response

**General Viewpoint on Project :**

In Opposition to CAHSR Project, In Opposition to SR 14, In Opposition to Alternative Corridor

**Form Letter :**

Submission I496 (Roberta Olson, August 18, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card
NAME: Roberta Olson		DATE: 8/18/14
MEETING LOCATION: Lake View Terrace		AFFILIATION:
ADDRESS: 9935 Foothill Blvd	EMAIL: Roberta@juno.com	PHONE:
CITY: LVT	STATE: CA	ZIP: 91342
<b>WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*</b> (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		
<p>PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.</p> <p>I am opposed to the suggested alternate route for the Burbank to Palmdale line. The Hansen Dam recreation area is a multi-use facility for equestrians, hikers, joggers, cyclists, fisherman and general outdoor use. The rail would seriously impact these uses in one of the few remaining large open land spaces in the San Fernando Valley. At the meeting on August 14, 2014, there was a very large number of attendees who are opposed to the route through Shadow Hills, Lake View Terrace, Sylmar and the Angeles National Forest via Little Tujunga Canyon. Unfortunately, when questions were asked about what would happen to the residents if it was decided that the rail would go through our area, the answers were very vague.</p>		
<p>WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?</p> <p>Find an alternate route that does not cause the displacement of families, horse ranches and the open spaces that are heavily used every day.</p>		
<p>ADDITIONAL COMMENTS:</p> <p>If this rail is going to happen, you need to find an area where you will not be taking away horse property. There are very few areas where people like myself can keep our horses on our own property and if the alternate route becomes a reality, you will be eliminating valuable horse keeping properties. The plan will attempt to destroy a way of life that myself and others value.</p>		
<p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</p>		

## Submission I497 (Roberta Olson, August 29, 2014)

### Palmdale - Burbank - RECORD #523 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Robert  
**Last Name :** Olson  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9935 Foothill Blvd  
**Apt./Suite No. :**  
**City :** Lake View Terrace  
**State :** CA  
**Zip Code :** 91342  
**Telephone :**  
**Email :** robertao@juno.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** August 29, 2014 Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
palmdale\_burbank@hsr.ca.gov Mayor Garcetti - mayor.garcetti@lacity.org  
Mike Antonovich - fifthdistrict@lacbos.org  
Councilman Felipe Fuentes - felipe.fuentes@lacity.org  
Mitchell Englander - Councilmember.Englander@lacity.org  
Zev Yaroslavsky - zev@bos.lacounty.gov  
Raul Bocanegra - raul.bocanegra@asm.ca.gov  
Congressman Schiff - Teresa.Lamb@mail.house.gov Dear Mr. McLoughlin,  
Mayor Garcetti and SFV Councilmembers: I am writing this letter in STRONG  
opposition of a bullet train being built from Burbank to Palmdale with the  
currently proposed alternate route through Lake View Terrace, Hansen Dam,  
Shadow Hill, Sunland, Tujunga and La Tuna Canyon. This area is a resource  
to tens of thousands LA residents who come to enjoy healthy recreational  
activities such as hiking, biking, and horseback riding. Additionally, this route  
would disrupt significant water resources, natural springs, and would severely  
disrupt one of few remaining travel corridors and habitats for wildlife. Also,  
this area is a flood plane with history of severe flooding and has many  
endangered species of fauna and flora, including Slenderhorned Spine  
Flower and Santa Ana Sucker. This route would pass through several  
residential communities requiring plan amendments to Land Use and would  
result in the elimination of horse keeping properties in the San Fernando  
Valley. If you take away our properties, where are we supposed to go to keep  
the lifestyle we choose to have - one that includes having our horses on our  
own properties. According to the Los Angeles Times, our area was proposed  
as an alternate route because the residents in Acton and Aqua Dulce  
objected to it being in their neighborhood. Is our area any less objectionable  
to the residents? Do you feel that there will be less objections from a less  
economically affluent area?. The alternate proposed area seems to be  
Supervisor Antonovich favoring one community over another. Please do not  
throw our community "under the train". I personally have lived in  
my home since 1987 and have no intention of moving. It would also not be  
cost effective to tunnel through the Angeles National Forest as a prior  
Metrolink study found a route through the mountains to be 10 times more  
costly. As a horse owner who enjoys the peaceful wildlife that we are so lucky

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Submission I497 (Roberta Olson, August 29, 2014) - Continued

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to have in the Hansen Dam Recreation Area; an area that is protected and whose residents continually fight for it's future and work daily to ensure it is maintained and safe for all who are passionate about the area, I will not sit idly by and watch the destruction of one of our precious few open spaces in Los Angeles county. Hansen Dam is part of what makes our valley great!  
Sincerely, Roberta Olson 9935 Foothill Blvd Lake View Terrace, CA 91342

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

## Submission I498 (Betty Olzick, August 31, 2014)

### Palmdale - Burbank - RECORD #345 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Betty  
**Last Name :** Olzick  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** boop661@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814  
Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings.

The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it. We should fix the water problem and fix the streets and highways of California not build something that goes nowhere and for no one! We commute daily and our cars have had major repairs broken axles and wheel bearings. If you want taxes to be paid then we need to get to work, how can we do that if our cars, buses and metro systems can't even drive through our streets, can we even get to this train?

Also I've heard that this train plans on going through a wild animal preserve which doesn't make sense either, the whole reason the preserve is out there in this remote area is to be away from the human and traffic noises etc...can we say this urban sprawl is out of line and an unnecessary expenditure! Reinforce and fix the power grid against terrorists or solar flares. Make our

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Submission I498 (Betty Olzick, August 31, 2014) - Continued

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aqueducts safer from terrorists, put that quota back into effect if they come here illegally, the word is illegally then they need to go back!

Start charging their countries to return them home and make that government work to keep them there. We have no jobs here since almost how many of our children graduate from high school and college every year and they have nowhere to get into the entry level jobs if illegals come here to take them away from our citizens!

If they want jobs they need to have some skills and someone that can sponsor them not just come to take, yes they struggle and maybe our citizens aren't struggling as hard as they do, but this happens in all countries, they aren't exclusively the only people in the world and California, Arizona and Texas can't keep taking them all in.

Sincerely,

Betty Olzick

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

Do not prefer SR 14

**Form Letter :**

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## Submission I499 (Gerald Orcholski, August 24, 2014)

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<b>Palmdale - Burbank - RECORD #271 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/28/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/24/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Gerald
<b>Last Name :</b>	Orcholski
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	2400 Brigden Road
<b>Apt./Suite No. :</b>	
<b>City :</b>	Pasadena
<b>State :</b>	CA
<b>Zip Code :</b>	91104
<b>Telephone :</b>	626-797-3531
<b>Email :</b>	gerryjim@sbcglobal.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	I am completely against the route going through the national forest of the San Gabriel Mountains. Mike Antonovich is my supervisor and his suggestion to run the train through the forest is anti-environmental. We as a society have encroached upon natural areas enough as it is, and this is going to far.
	Gerald Orcholski 2400 Brigden Road Pasadena, California 91104 626-797-3531
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to Alternative Corridor

Submission I500 (Karen O'Reilly, August 5, 2014)

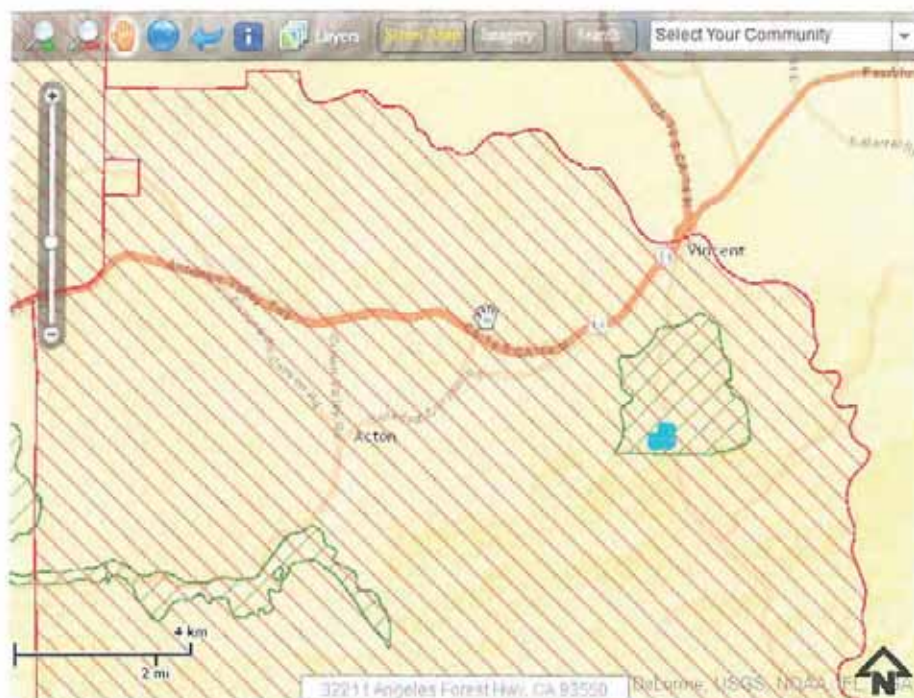
 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Karen O'Reilly</u>		DATE: <u>8/5/14</u>	
MEETING LOCATION: <u>Sta. Clarita</u>		AFFILIATION: <u>Acton Residents</u>	
ADDRESS: <u>32210 Angeles Forest Hwy</u>		PHONE: <u>661-236-5567</u>	
CITY: <u>Palmdale</u>		STATE: <u>CA</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES		EMAIL: <u>flyingshaurackvandra@gmail.com</u> ZIP: <u>93550</u>	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>Water Wells &amp; Aquifer Damage</u> <u>Bisecting of Towns</u> <u>Land Deviation - specific parcels + General area</u> <u>Eminent Domain</u> <u>Impact on livestock &amp; houses</u> <u>Riding trails (around + under tracks, etc...)</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>Tunneling as an option</u> <u>Well Impact (individual &amp; City/Town Aquifers)</u> <u>Habitat &amp; Species (Native)</u>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hrr.ca.gov">palmdale_burbank@hrr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I501 (Colin O'Reilly, August 11, 2014)

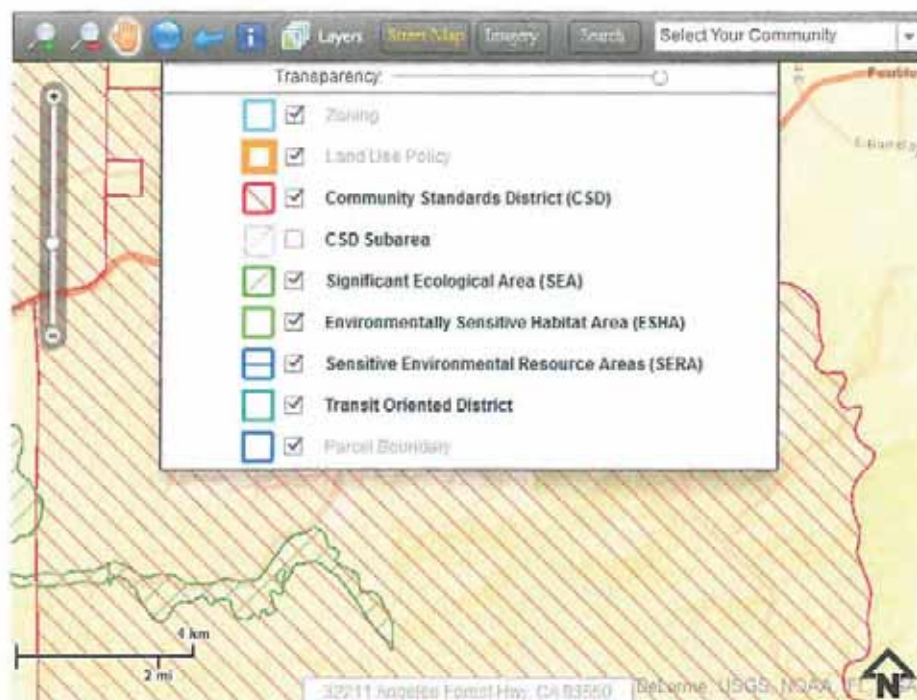
*White = Palmdale to Burbank*

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Burbank to Los Angeles Section Scoping Comment Card</b>	
NAME: <u>Colin O'Reilly</u>		DATE: <u>8-11-2014</u>	
MEETING LOCATION: <u>Acton</u>		AFFILIATION:	
ADDRESS: <u>32210 Angeles Forest Hwy</u>		EMAIL: <u>COREILLY@CHURB.COM</u> PHONE: <u>818 929 7848</u>	
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES <input checked="" type="checkbox"/> PALMDALE TO BURBANK	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>GROUND WATER + 30 TIMES</u> <u>LOUD. TUNNEL "BOOM"</u> <u>VISUAL SCARY TO ANIMALS</u> <u>VISUAL. TOTALLY DESTROYS ENVIRONMENT</u> <span style="float: right;">Ⓢ - ATTACHED</span>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>SPECIAL ENVIRONMENTAL AREAS (Angeles Forest Hwy)</u> <u>SANTA CLARA RIVER (Kentucky Springs)</u> <u>&amp; ALISO CANYON</u> <u>TRIBUTARIES</u>			
ADDITIONAL COMMENTS:			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

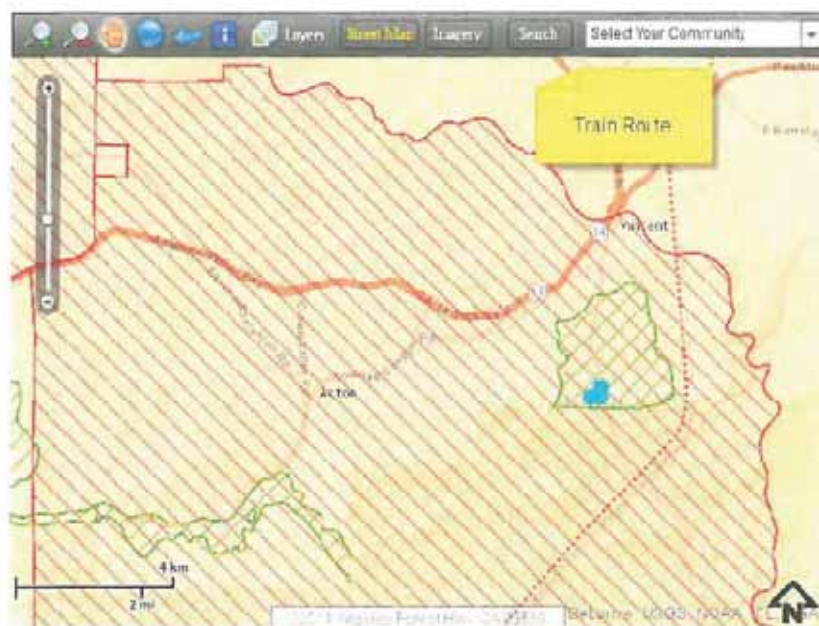
Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



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## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

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### Significant Ecological Areas (SEAs) FAQ

#### What is an SEA?

Significant Ecological Areas (SEAs), as specified in the County General Plan, are ecologically important land and water systems that are valuable as plant or animal communities, often important to the preservation of threatened or endangered species and to conservation of biological diversity in the County.

SEAs overlap zoning and other land use designations. Because of the biological resources, the proposed development plan is reviewed by a panel of experts (SEATAC, SEA Technical Advisory Committee), and minutes of the meetings comprise the recommendations of the panel. This review is done to ensure that applicants and planners have advice on how to do the development in a way that will best accommodate longevity of those resources.

For more information on resources and locations of SEAs, please [click here](#).

#### What is an SEA - CUP?

The Conditional Use Permit (CUP) for development in an SEA will contain conditions that are specific to the proposed development in that SEA.

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## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

		Santa Catalina South, Santa Catalina East		
23	Santa Clara River	Val Verde, Newhall, Mint Canyon, Agua Dulce, Acton	147	170
22	Santa Fe Dam Floodplain	Azusa, Baldwin Park	147	170
20	Santa Susana Mountains	Oat Mountain, Santa Susana, Val Verde	147	171
21	Santa Susana Pass	Oat Mountain, Santa Susana	147	171
	Sawpit Canyon - see Gallum grande		145	156
14	Simi Hills	Calabasas	147	172
	Sullivan Canyon - see Temescal		147	173
44	Sycamore & Turnbull Canyons	El Monte, Whittier, La Habra	147	172
59	Tehachapi Foothills	Frazier Mountain, Lebec	147	173
11	Temescal-Rustic-Sullivan Canyons	Topanga, Canoga Park	147	173



## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

### SANTA CLARA RIVER SEA NO. 23



Solista Canyon possesses several populations of the unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*). This species was formerly found in the Los Angeles, San Gabriel and Santa Ana Rivers but is now restricted to the Santa Clara River and San Franciscoquito Canyon. For these reasons and due to threats to its habitat, it has been placed on the state and federal endangered species lists. In the Santa Clara River, the unarmored threespine stickleback is limited to permanent streams and pools from the mouth of San Franciscoquito Canyon to the Ventura – Los Angeles County line and Lang to Arroyo Canyon.

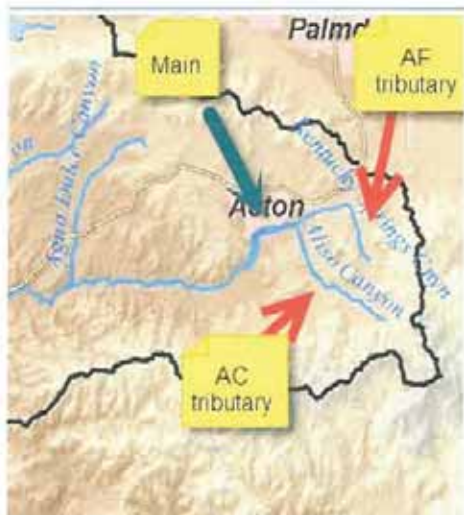
The reason the unarmored threespine stickleback has been able to survive in the Santa Clara River is that its habitat has not been disturbed. Thus the Santa Clara River is also unique in being the only major river draining the San Gabriel Mountains that has not been channelized. The vegetation consists of fresh water marsh, coastal sage scrub, oak woodland and riparian woodland communities. This broad wash association is unlike that found in steeper mountain canyons and is exceedingly difficult to find in the Los Angeles basin. The trees serve as habitat for many raptorial bird species. The red-shouldered hawk is restricted to this community and is becoming increasingly uncommon in Southern California due to habitat destruction. The National Audubon Society and others have expressed concern for its welfare.

The primary concern for the survival of the unarmored threespine stickleback is the loss of suitable habitat. It requires clean, free-flowing perennial streams and ponds surrounded by native vegetation. Intermittent areas connecting perennial streams are also important during the wet season when surface water is present. The natural stream course and vegetation slow heavy runoff during the rainy season, decrease destruction and siltation of habitat in downstream areas and provide habitat for migration between populations.

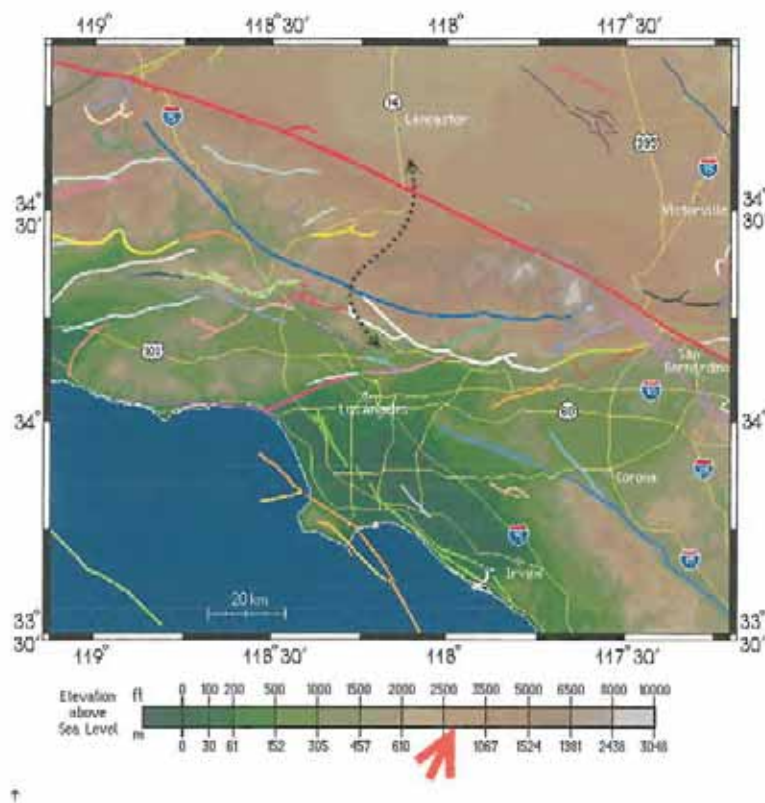
### SANTA FE DAM FLOODPLAIN SEA NO. 22

The floodplain behind Santa Fe Dam supports one of the last examples of a vegetative type that was once commonly found on the numerous river outwashes of the Los Angeles Basin. The arroyo community found here is composed of scattered shrubs that have become adapted to the rugged shifting substrate. The community has suffered heavy losses through flood control projects and urbanization, making this area increasingly important as a specimen of a once common community. Due to its geographical situation, the value of this area is even greater than might otherwise be expected. It has an undeveloped, unobstructed corridor of natural vegetation connecting it to the San Gabriel Mountains. This allows wildlife to migrate between the areas. As a result, wildlife communities are in good condition and represent a full complement of species characteristic of this community type. This includes golden eagle and white-tailed kite, both of which are fully protected by the California Department of Fish and Game. Many of these species are becoming increasingly difficult to find near the Los Angeles metropolitan area.

Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



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Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

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Submission I501 (Colin O'Reilly, August 11, 2014) - Continued



## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

### Sierra Madre Fault Zone

TYPE OF FAULT: [REVERSE](#)

LENGTH: the zone is about 55 km long; total length of main fault segments is about 75 km, with each segment measuring roughly 15 km long

NEARBY COMMUNITIES: Sunland, Altadena, Sierra Madre, Monrovia, Duarte, Glendora

MOST RECENT SURFACE RUPTURE: [Holocene](#)

SLIP RATE: between 0.36 and 4 mm/yr

INTERVAL BETWEEN SURFACE RUPTURES: several thousand years (?)

PROBABLE MAGNITUDES:  $M_w$  6.0 - 7.0 (?)

OTHER NOTES: This fault zone dips to the north. It was not the fault responsible for the [1991 Sierra Madre earthquake](#).

The Sierra Madre fault zone is often divided into five main segments, labelled with the letters A through E, to more easily characterize this fairly complex system. The map below shows these segments.



These five divisions, while simpler than the entire fault zone, should not be thought of as individual faults, however -- some of these segments are themselves complex systems of parallel and branching faults. It has been suggested that differing fault geometries in this zone keep each lettered segment separate during rupture events -- thus, neighboring segments should not rupture simultaneously. Others, however, suggest that the fault zone may rupture both in single-segment and multiple-segment breaks.

The most recent surface ruptures are seen on the B and D segments. The least active segment, at least in surficial appearance, is the A segment, also known as the **Vasquez Creek fault**, which runs between the [San Gabriel fault](#) and the intersection of the B and C segments of the Sierra Madre fault zone. At the junction of the C and D segments, the [Clamshell - Sawpit Canyon fault](#) splays off from the fault zone, toward the northeast.

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## Submission I501 (Colin O'Reilly, August 11, 2014) - Continued

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(shown in sea green on the map above). It was this fault, not the Sierra Madre fault zone itself, that ruptured to produce the [Sierra Madre earthquake of 1991](#) (named for the nearby community of Sierra Madre).

One of the strands that makes up segment D is known as the **Duarte fault**, because of its location near that community. Segment E represents the easternmost part of this fault zone, and at its eastern end, it meets up with several other faults in a complex zone northwest of the town of Upland, near the epicenter of the [1990 Upland earthquake](#). The general trend of the Sierra Madre fault zone continues eastward from this point along the base of the San Gabriel Mountains, but this eastern continuation is known as the [Cucamonga fault zone](#). The Cucamonga fault zone seems to be more active (has a higher [slip rate](#)) than the Sierra Madre fault zone.

While rupture on the Sierra Madre fault zone (theoretically) could be limited to one segment at a time, it has recently been suggested that a large event on the San Andreas fault to the north (like that of [1857](#)) could cause simultaneous rupture on reverse faults south of the San Gabriel Mountains -- the Sierra Madre fault zone being a prime example of such. Whether this could rupture multiple Sierra Madre fault zone segments simultaneously is unknown.

Well exposed sections across major fault zones are uncommon. An excellent opportunity to observe and study such a zone was provided in 1966 during the construction of the 6.2 mile Glendora tunnel, part of a construction program to distribute imported northern California water within the southern part of the state.

The Sierra Madre fault zone is the major break that extends for a distance of 55 miles along the steep south front of the San Gabriel Mountains. As mapped in the tunnel, this fault zone has an apparent thickness of 520 ft. Within it are oilstained, brecciated shale of the Puente Formation (Upper Miocene) and fault slivers of Precambrian gneiss and Cretaceous quartz-rich granite, which have been thrust at least 700 ft. over Quaternary terrace deposits.

Geologic mapping and core hole information proved a longer tunnel route would be several million dollars cheaper to build because of poor rock conditions along the shortest route.

Tunnel construction was not adversely affected by the fault materials encountered, but was affected by bentonite shales adjacent to the fault zone. Interpretation of core borings made prior to tunnel construction predicted the nature of the fault zone because of an unusual drill log sequence showing terrace gravels 370 ft. beneath the gneiss and granite "basement rocks."

Derived mainly from papers presented by R. J. Proctor to the Geological Society of America, Cordilleran Section Meeting, Tucson, Arizona, April 1968, and to the American Association of Petroleum Geologists, Los Angeles Basin Section Meeting, La Habra, California, July 1968.

## Submission I502 (Ray and Susan Orloff, August 24, 2014)

### Palmdale - Burbank - RECORD #676 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/24/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Ray  
**Last Name :** Orloff  
**Professional Title :**  
**Business/Organization :**  
**Address :** 29556 Mammoth Lane  
**Apt./Suite No. :**  
**City :** Canyon Country  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** orloffam@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. Mark McLoughlin:

It is our understanding that the High Speed Rail is entering the EIR/EIS process. As residents of Canyon Country, our opinion is as follows:

1. It is our preference that the line go directly from Burbank to Palmdale and bypass the Santa Clarita Valley all together
2. However, if the line goes through the Santa Clarita Valley, our preference is that the line be in a tunnel as opposed to above ground.
3. We oppose the above ground alignment for the following reasons:
  - a. It would be too close to two schools, putting elementary school children in danger - please note that our children attended both of these schools
  - b. It would eliminate a community church
  - c. It would negatively impact surrounding homes and neighborhoods

Thank you for taking our views into consideration as you work on the environmental impacts of this rail.

Sincerely,

Ray and Susan Orloff  
29556 Mammoth Lane  
Canyon Country, CA 91387

**EIR/EIS Comment :** Yes

Submission I503 (Neva Orr, August 26, 2014)

August 26, 2014

Mr. Mark McLoughlin,  
Director of Environmental Services  
High Speed Railway Authority  
100 N. Alameda Room 3-532  
Los Angeles, CA 90012

Dear Mr. McLoughlin,

I'm writing to protest the planned Alternative Route for the High Speed Rail that would go through the Hansen Dam and Shadow Hills areas as it passes from Burbank to Palmdale.

This alternative route would destroy the area and the animals and plants in the corridor. It would degrade the neighborhoods and reduce the quality of life for residents of the area. It would also destroy the recreational activities in the area that rely on the open and natural environment such as horse back riding.

Please help stop this planned Alternative Route of the High Speed Rail from Burbank to Palmdale.

Sincerely,

Neva Orr

Submission I503 (Neva Orr, August 26, 2014)



## Submission I504 (Terri Ortiz, August 29, 2014)

### Palmdale - Burbank - RECORD #466 DETAIL


**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Terri  
**Last Name :** Ortiz  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** terri4shpoa@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mr. McLoughlin,

I am writing in response to the proposed High Speed Rail.  
We DO NOT want this in our community of SHADOW HILLS.  
Not only is it non-specific in the actual route of this proposed  
alternative project it doesn't make sense to eliminate one of the last  
rural/equestrian communities  
Los Angeles has in which the major boulevards have been deemed as scenic  
corridors. This will greatly impact our property values and concerns about  
eminent domain are high.  
It makes no sense to destroy the lives of our endangered species and  
federal waters.  
Any High Speed Rail line must go through commercial and industrial areas,  
not through residential and/or environmentally sensitive areas. The  
original proposed route of the High Speed Rail line along Interstate 5 and  
Route 14 is, by far, a superior solution and most likely more cost  
effective.  
It saddens me to think that politics is playing a big part of destroying  
many households and our communities.

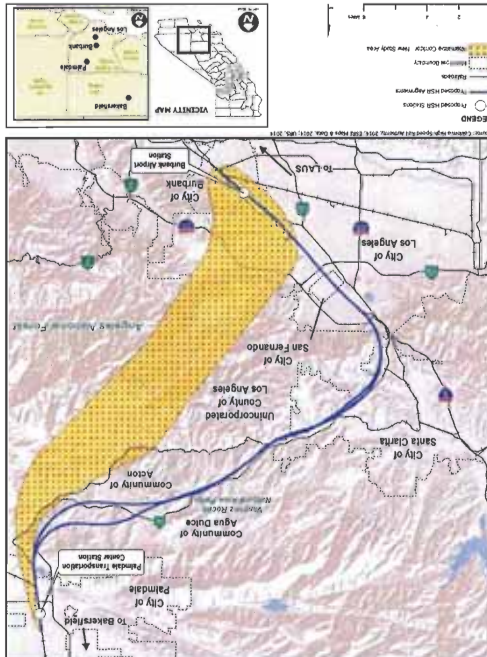
Teresa Ortiz  
Shadow Hills Resident

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

Submission I505 (John Osgood, August 25, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: JOHN OSGOOD		DATE: AUG 25, 2014	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: 11530 ORO VISTA AVE		EMAIL:	PHONE: 818 353 6519
CITY: SUNLAND	STATE: CA	ZIP: 91040	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>- EFFECT ON WILDLIFE IN ANGELES NAT'L FOREST IF ALTERNATIVE CORRIDOR USED</p> <p>- EFFECT ON SUNLAND AND LAKEVIEW TERRACE IF HSR USES ALTERNATIVE ROUTE AND SPECIFICALLY DANGER TO RURAL NATURE OF AREA</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PROJECT. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@calhighspeed.com ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION			

Submission I505 (John Osgood, August 25, 2014) - Continued



palmdale\_burbank@hsrc.ca.gov

By E-Mail:

Los Angeles, CA 90012  
700 North Alameda Street, Room 3-532  
California High-Speed Rail Authority  
Project Level EIR/EIS  
Attention: Palmdale to Burbank Section  
Director of Environmental Services  
Mark A. McLoughlin

By Mail:

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

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Submission I505 (John Osgood, August 25, 2014)

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## WE CARE

US Postal Service

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YOUR POSTMASTER

EP193



**CALIFORNIA**

High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012



**Mark A. McLoughlin**

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

## Submission I506 (Rose Osman, August 24, 2014)

### Palmdale - Burbank - RECORD #677 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/24/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Rose  
**Last Name :** Osman  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** Roseosman@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** As a concerned local resident, I am writing to express my disapproval of the proposed bullet train route, for the following reasons:

- a) route would disrupt significant water resources and natural springs
- b) project would severely disrupt one of few remaining travel corridors and habitats for wildlife
- c) route would cross several active earthquake fault systems
- d) route would pass through several residential communities requiring plan amendments to Land Use
- e) area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding
- f) area is a flood plane with history of severe flooding
- g) area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker
- h) area has an unstable geology with known areas subject to liquefaction
- i) it is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities
- j) a prior Metrolink study found a route through the mountains to be 10 times more costly.

Rose Osman  
818-634-6388

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Submission I506 (Rose Osman, August 24, 2014) - Continued

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<b>EIR/EIS Comment :</b>	Sent from Windows Mail
	Yes

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## Submission I507 (Jeanne Ouellette, August 27, 2014)

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<b>Palmdale - Burbank - RECORD #621 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/27/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Jeanne
<b>Last Name :</b>	Ouellette
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	818.293.0505
<b>Email :</b>	jeanneo@ca.rr.com
<b>Cell Phone :</b>	818.970.0678
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

As a resident of Shadow Hills, it has come to my attention that there could be a high speed rail project through our community, a vague and non-specific Alternative Corridor - New Study Area. I am writing in opposition to this proposed plan for a number of reasons. I believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR.

Shadow Hills is in the eye of the storm for the HSR alternative line and that I am opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. The lines must go through commercial and industrial areas, not residential or sensitive environmental areas. There are many, many environmental obstacles to any lines coming through the Big Tujunga Wash and Shadow Hills that raise insurmountable costs and are clearly not feasible.

Beyond this, there are severe concerns about a project through these sensitive areas. To name just a few, it will negatively impact our property values and one of the only rural/equestrian communities and lifestyles left in the greater LA area. Other concerns include the destruction of our scenic highway, earthquake faults, federal waters and ENDANGERED SPECIES, noise, pollution, destruction to our community and construction impacts. Beyond that, I and others in our community want to know - immediately - the potential impacts to our homes and the issue around eminent domain. Our area

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## Submission I507 (Jeanne Ouellette, August 27, 2014) - Continued

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is already severely impacted by transit solutions such as trains, freeways and airports and the original Route 14 and 5 alternatives are far superior.

I expect and appreciate a prompt and comprehensive reply to this email.

Thank you,

Jeanne Ouellette, Shadow Hills resident

Cc:

- \*Councilman Felipe Fuentes
- \*Supervisor Mike Antonovich
- \*Supervisor Zev Yaroslavsky
- \*Mayor Garcetti
- \*Assemblyman Bocanegra
- \*Congressman Schiff
- \*SHPOA

Jeanne Ouellette

Winy Communications

p: 818.293.0505


m: 818.970.0678

winlycommunications.com


P Please consider the environment before printing this e-mail.

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	


Submission I508 (John P., August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card
NAME: <u>John P.</u>		DATE: <u>8/14/14</u>
MEETING LOCATION:		AFFILIATION:
ADDRESS:	EMAIL:	PHONE:
CITY: <u>Shadow Hills</u>	STATE: <u>CA</u>	ZIP: <u>91040</u>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>Concerned about route through Shadow Hills - including any route following Wentworth St, DWP power lines, and Sunland Blvd. A route through this community would seriously and negatively impact our equestrian community and areas near Hansen Dam Wash, along</u>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  <u>Wentworth St. Also, 65 houses newly built community of Rancho Verdugo Estates in Shadow Hills near Wentworth St. would be adversely affected.</u>		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

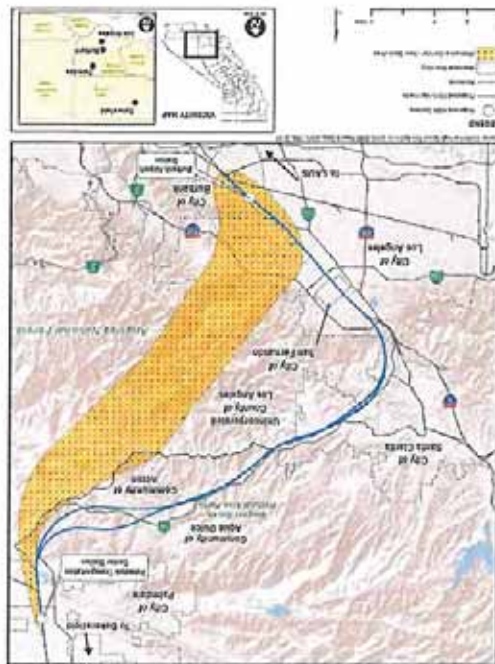
Submission I509 (Noel Pacheco, August 15, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Noel Pacheco</u>		DATE: <u>5 August 2014</u>	
MEETING LOCATION: <u>Santa Clarita</u>		AFFILIATION: <u>None</u>	
ADDRESS: <u>26045 Margolis Court</u>		EMAIL: <u>noelpche@yahoo.com</u>	PHONE:
CITY: <u>Santa Clarita</u>	STATE: <u>CA</u>	ZIP: <u>91350</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>I would like to see an assessment of greenhouse gases and other pollutants emissions and the benefit or liability of the result of the assessment. For example, if there is a reduction in air pollution - what is the benefit to the state in dollars -</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I510 (Mary L. Padilla, August 19, 2014)

 CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: MARY L Padilla 9845 Foothill Blvd. L.V.T. Ca 91342		DATE: 8-20-14	
MEETING LOCATION: Lake-view TERRACE Recreation Center		AFFILIATION:	
ADDRESS: 11075 Foothill Blvd.		EMAIL:	PHONE:
CITY: Lake-View TERRACE	STATE: Calif.	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
more TRAFFIC due to parking stations + crowds of people. This is the last area where there are horses & horse trails. Having this Rapid Train will destroy what we have here in L.V.T. & Tujunga. Wild Life will be affected due to mountains being excavated. There will be more noise. We already have listen to noise from the 210 Freeway. Where is the money coming from to build this Rapid Train?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
The 210 Freeway was builded 30 yrs. ago they promised to put a sound wall. We are still waiting. How can you spend so much money on a Rapid Train. You need to Finish a project before you continue on to another project. What happen to the value of my home & property?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT CARD BY AUGUST 31, 2014. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I510 (Mary L. Padilla, August 19, 2014)



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

Los Angeles, CA 90012  
700 North Alameda Street, Room 3-532  
California High-Speed Rail Authority  
Project Level EIR/EIS  
Attention: Palmdale to Burbank Section  
Director of Environmental Services  
Mark A. McLoughlin

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

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## Submission I511 (Linda Paine, August 27, 2014)

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<b>Palmdale - Burbank - RECORD #282 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/28/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/27/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Linda
<b>Last Name :</b>	Paine
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Santa Clarita
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	lindaP@reagan.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I am writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County.

Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings.

The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities.

The price tag for this project is so far above what the citizens of Ca voted for, and the destruction of citizen's personal property and businesses all over the state have been so intrusive and destructive, that the project should be ended and a new discussion should be started.

The whole idea should be resubmitted to the citizens of CA for consideration with true and accurate information.

Regards

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Submission I511 (Linda Paine, August 27, 2014) - Continued


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	Linda Paine Santa Clarita, CA
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to SR 14

Submission I512 (Tami Palmdale, August 7, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <i>Tami Palmdale</i>	DATE: <i>8/7/14</i>		
MEETING LOCATION: <i>Palmdale</i>	AFFILIATION: <i>Resident</i>		
ADDRESS: <i>957 Sierra Hill Ln</i>	EMAIL: <i>P3Schedul@Palmdale.gov</i>	PHONE:	
CITY: <i>Palmdale</i>	STATE: <i>CA</i>	ZIP: <i>93550</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
		<input type="radio"/> STATEWIDE	<input checked="" type="radio"/> PALMDALE TO BURBANK
*NOTE: This does not substitute for formal request to receive legal notices.		<input type="radio"/> BURBANK TO LOS ANGELES	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Please consider the near corridor to protect the quality of life we moved to Palmdale for</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I513 (Brett Papworth, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <b>BRETT PAPWORTH</b>		DATE: <b>8-7-14</b>	
MEETING LOCATION: <b>PALMDALE</b>		AFFILIATION:	
ADDRESS: <b>957 SIERRA HILLS LANE</b>		EMAIL:	PHONE: <b>661 272 1528</b>
CITY: <b>PALMDALE</b>	STATE: <b>CA</b>	ZIP: <b>93550</b>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal requests to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>THE DISPLAYED ROUTE OUT OF PALMDALE INDICATES THE ROUTE WILL DISRUPT ENTIRE NEIGHBORHOODS WHERE IT ENTERS A TUNNEL. BESIDES TAKING (UPROOTING) A NUMBER OF HOMES AND FAMILIES, IT WILL DESTROY PROPERTY VALUES THROUGHOUT THE AREA.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>ADDITIONALLY TO THE ISSUES ABOVE, THE PROPOSED TUNNELING THROUGH THE MOUNTAINS WILL AFFECT A MUCH WIDER AREA INCLUDING WILD LIFE.</p>			
ADDITIONAL COMMENTS:			
<p>I BELIEVE CHOOSING THIS ROUTE WILL RESULT IN A MASSIVE AMOUNT OF LAWSUITS AND POLITICAL FALLOUT.</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

## Submission I514 (Tami Papworth, September 13, 2014)

### Palmdale - Burbank - RECORD #785 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/13/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tami  
**Last Name :** Papworth  
**Professional Title :**  
**Business/Organization :**  
**Address :** 957 Sierra Hills Lane  
**Apt./Suite No. :**  
**City :** Palmdale  
**State :** CA  
**Zip Code :** 93550  
**Telephone :** 805.207.7784  
**Email :** p3schedulr@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes

**Stakeholder Comments/Issues :** I attended a meeting in August in Palmdale CA and there was an alternate route proposed from Palmdale to Burbank that did not impact the community directly to the south of Palmdale lake. It followed along Sierra highway and only crossed the freeway once on its journey to Burbank, however the route on your website actually still disrupts south of the lake, Acton and also the Sand Canyon area of Santa Clarita. Are you updating this route to the proposed route we saw outlined on the map during the August meeting?

Please respond. This is a very important issue to my neighbors and myself as the current map RIPS our neighborhood apart.

If the rail followed sierra highway in this area, it would impact a junk yard, a pot dispensary and a crack house. If you follow the current route identified on this website, those places remain and you destroy several beautiful horse property homes that enjoy the beautiful views of Palmdale and the sunsets we have enjoyed for over 20 years. Please save our homes and gain our support to the High Speed Rail Project by saving our community.

Thank you for your consideration. I look forward to your response.

Tami Papworth  
957 Sierra Hills Lane  
Palmdale, Ca 93550  
805-207-7784

Sent from my iPad

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Support of Alternative Corridor  
**Form Letter :**

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## Submission I515 (Virginie Parant, August 29, 2014)

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<b>Palmdale - Burbank - RECORD #529 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/29/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Virginie
<b>Last Name :</b>	Parant
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	vp@artechlaw.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	<p>This is in regard to the last minute proposal to run the HSR UNDER the San Gabriel Mountains a/k/a Angeles National Forest (!), through an environmentally sensitive riparian area and through a rural community, rather than along freeways 5 and 14. The wrongheadedness of this proposal is so obvious that I feel the foregoing description is all that's needed to make my point. I will add that this clearly political move will not go unnoticed and will reach beyond the two communities that are being pitted against each other: this is about fiscal and environmental responsibility. Trying to gain a few votes by wasting millions of dollars and trashing the environment is short-sighted, if not plain stupid. I hope you will show leadership and bring some logic and reason to this issue.</p> <p>Thank you, Virginie Parant, Esq.</p>
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

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Submission I516 (Julia Park, September 1, 2014)

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**Palmdale - Burbank - RECORD #353 DETAIL**


**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 9/1/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Julia  
**Last Name :** Park  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** julia.parkk@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Hi there,

I realize I am late by one day but I am hoping my email will still make a difference. I would NOT like to have a train built that passes between Palmdale and Burbank. Between its effects on the wilderness and tax increases, please do not move forward with this plan. I'd be happy to elaborate as necessary. Thanks so much!

Kindly,  
Julia Park

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

Submission I517 (Polly Parks, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Polly Parks		DATE: 08/11/14	
MEETING LOCATION: Acton Library		AFFILIATION: Resident	
ADDRESS:		EMAIL: pollyparks@yahoo.com	PHONE: X
CITY: Agua Dulce	STATE: CA	ZIP: 91390	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
I live here in the proposed train path/area. I do not want to see a train or hear a train. I don't want my community to be taken advantage of and destroyed.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
Where did the money come from for this project? We have many urgent problems in our community that are more important than this train. Who is going to benefit (financially) from this project?			
ADDITIONAL COMMENTS: A train from LA to Southern Northern California. But <del>to</del> not through our community.			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

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Submission I518 (Louis and Maria Patin, September 8, 2014)

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THE PATINS  
23840 Belcaro Court  
Valencia, CA 91354

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August 28, 2014

Mr. Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered Disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

*Louis J. Patin*  
*Maria Mercedes Patin*  
Louis and Maria M. Patin

cc: Mr. Dan Richard  
CHSRA Chairman

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## Submission I519 (Barbara Patton, August 30, 2014)

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<b>Palmdale - Burbank - RECORD #458 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/30/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Barbara
<b>Last Name :</b>	Patton
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	10541 Art Street
<b>Apt./Suite No. :</b>	
<b>City :</b>	Sun Land
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	(818) 353-5576
<b>Email :</b>	barbie-and-ken@live.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	August 30, 2014

Mark A. McLoughlin, Director of Environmental Services  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles CA 90012

Dear Mr. McLoughlin:

I am appalled that Governor Brown and Supervisor Antonovich would even consider the HSR going through our Shadow Hills area. We are the last of the rural equestrian areas in the Los Angeles City. This is the reason all of our neighbors have moved here. There is no way equestrians and the HSR could be compatible.

I am totally against any of the lines coming through the Big Tujunga Wash and Shadow Hills. Our neighborhood is already severely impacted by transit solutions such as trains, freeways and airports. Keep the HSR on the original route along the 14 and 5 freeways. It makes the most sense that the lines go

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Submission I519 (Barbara Patton, August 30, 2014) - Continued

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through commercial and industrial areas, not residential or environmentally sensitive areas.

This HSR really is ridiculous when you think how many billions of dollars it is going to cost and our state is in sad shape financially.

Sincerely,

Barbara A. Patton  
10541 Art Street  
Shadow Hills  
Sunland CA 91040  
(818) 353-5576

<b>EIR/EIS Comment :</b>	Sent from Windows Mail
<b>Need PI response :</b>	Yes
<b>General Viewpoint on Project :</b>	Yes- Standard Response
<b>Form Letter :</b>	Do not prefer Alternative Corridor

## Submission I520 (Paul and Michele Pearson, August 28, 2014)

### Palmdale - Burbank - RECORD #559 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Michele  
**Last Name :** Pearson  
**Professional Title :**  
**Business/Organization :**  
**Address :** 33714 Rainbow Bend Drive  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** penandink50@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle on so many levels.

First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our community

relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by drastically lowering property values.

The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area.

Noise pollution, electromagnetic interference and radiation also result in negative impacts to our environment.

Also there is the possibility of instability due to the earthquake faults in the area .

California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project?

As long time residents of Acton, we wish to again voice our strong objection to this project.

Paul and Michele

Pearson


33714 Rainbow Bend

Drive

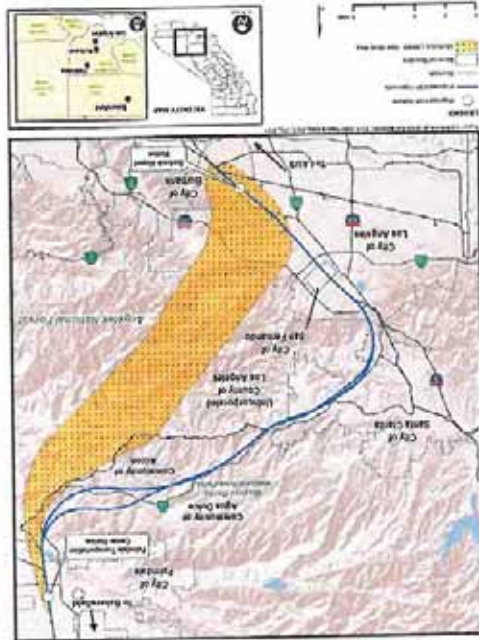
Acton, CA 93510

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Oppose CAHSR Project  
**Form Letter :**

Submission I521 (Raili Peck, August 19, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Raili Peck</u>		DATE: <u>8/12/14</u>	
MEETING LOCATION: <u>Acton Library</u>		AFFILIATION: <u>owner</u>	
ADDRESS: <u>31670 Indian Oak</u>		EMAIL:	PHONE:
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>Noise</u> <u>Vibration on nearby homes</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>Effect on the community.</u> <u>The Forest Route is preferred regardless</u> <u>of the cost.</u> <u>If Fwy 14 or Sierra Hwy route is chosen, it</u> <u>has environmental effect &amp; parents <sup>will</sup> move their</u> <u>kids out of Acton Schools.</u>			
ADDITIONAL COMMENTS:			
<u>The uncertainty of which route will be</u> <u>selected is affecting real estate sales now.</u> <u>Sooner we find out, there is less anger in the</u> <u>community.</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.			

Submission I521 (Raili Peck, August 19, 2014)



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

Los Angeles, CA 90012  
700 North Alameda Street, Room 3-532  
California High-Speed Rail Authority  
**Project Level EIR/EIS**  
**Attention: Palmdale to Burbank Section**  
Director of Environmental Services  
Mark A. McLoughlin

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

19 AUG 2014 PM 4:51



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303



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Submission I522 (Craig Pendleton, August 27, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,



Cc: CHSRA Chairman, Dan Richard

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Submission I523 (Ron and Deena Perata, August 28, 2014)

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Please leave our community intact...we are a  
quiet nice place to live area.  
NO ONE here is interested in changing that!

We want to live peaceful and quiet without  
anymore noise than the braying of a donkey  
occasionally or some horses out for a walk, or  
hawks flying around looking for a meal.

Do you understand why we all moved  
here...close enough for the freeways and  
markets but far enough away for tranquility.  
We all join with our neighbors with the same  
response.

**NO High Speed Rails!!**

---

Ron & Deanna Perata

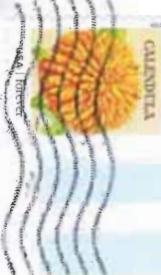
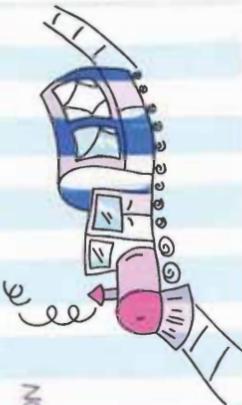


**"NO HIGH SPEED RAIL THROUGH SHADOW HILLS."**

Ron & Deanna Perata  
10330 Valley Glow Drive  
Shadow Hills, Ca. 91040

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N Alameda, Room 3-532  
LA, CA 90012

SANTA CLARITA, CA 913  
28 AUG 2014 PM 1:11



Submission I524 (David and Patricia Perez, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: DAVID AND Patricia PEREZ

DATE: 8-27-2014

MEETING LOCATION: ACTON LIBRARY

AFFILIATION: ~~retail food~~ residents since 2012

PC BOX 803  
ADDRESS: 4615 RED RIVER TRAIL

EMAIL: adjperez@att.net

PHONE: 661 305-4892 (C)  
661 269-1530 (H)

CITY: ACTON

STATE: CALIFORNIA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) YES

STATEWIDE

PALMDALE TO BURBANK

\*NOTE: This does not substitute for formal request to receive legal notices.

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

everything from excessive noise levels, air pollution, more respiratory problems as my wife suffers from asthma, sugar and agave problems during construction and after completed. (Red River mine Rd is a one way road), taking away the rural atmosphere, safety for animals and people vibrations during and after construction, water well contamination and total loss of ground water and safety, overall negative impact of total project.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

- the total negative impact on a rural community that will not benefit at all from the project.

ADDITIONAL COMMENTS:

please do not ruin our rural lifestyle that we all worked so hard to achieve. Please put the money into more metro link expansion as that is where the problem could be alleviated by moving more people into this manner.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hrc.ca.gov](mailto:palmdale_burbank@hrc.ca.gov)

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I524 (David and Patricia Perez, August 28, 2014)



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## Submission I525 (Randy Perez, August 31, 2014)

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Palmdale - Burbank - RECORD #393 DETAIL	
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Status :	Pending
Record Date :	9/2/2014
Response Requested :	No
Submission Date :	8/31/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Randy
Last Name :	Perez
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Sunland
State :	CA
Zip Code :	00000
Telephone :	
Email :	chartermaster@yahoo.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Is Michael Antonovich an idiot-what is he thinking????? prior Metro link study found a route thru the mountains would be 10 times more costly. This proposal would be environmentally disastrous for the whole community and the Angelus National Forest -- Please disregard Antonovichs proposal for he is only trying to appease his constituents in Santa Clarita ----Sincerely Randy Perez resident of Sunland
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	Do not prefer Alternative Corridor
Form Letter :	

Submission I526 (Kenny Perkins, August 11, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <u>Kenny Perkins</u>		DATE: <u>AUG 11, 2014</u>	
MEETING LOCATION: <u>Lib ACTON</u>		AFFILIATION:	
ADDRESS: <u>35607 Big Valley Rd</u>		EMAIL: <u>doctorp99@att.net</u>	PHONE: <u>818 378 1992</u>
CITY: <u>ACTON</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal requests to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>Everyone in our area all have wells —</u> <u>live stock &amp; Horses will these issues be addressed?</u> <u>when will we know what rate you will take</u> <u>we hope you will take a close look at the yellow</u> <u>area</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? 			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I527 (Leslie Perry, August 30, 2014)

### Palmdale - Burbank - RECORD #428 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Leslie  
**Last Name :** Perry  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** perryjr@ca.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** August 30,2014

Mark A McLoughin, Director of Environment Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office

Gentleman

I am a longtime resident of Shadow Hills having lived here for over forty years. I am completely opposed to the HSR new study area proposed by Supervisor Mike Antonovich. If approved this would put the path of the HSR right through the middle of Shadow Hills.

Shadow Hills is one of the few remaining equestrian communities left in Los Angeles. Putting the HSR here would destroy the equestrian lifestyle enjoyed by our residents. Furthermore it would damage property values 'destroy the scenic corridor, cause unwanted noise and pollution.

Our area has already been severely impacted by transit solutions such as trains, freeways and airports. I believe that the original Route 14 and 5 are far superior.

Thank YOU  
Leslie Perry  
Sharon Perry

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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## Submission I528 (Rebecca Peterson, August 29, 2014)

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<b>Palmdale - Burbank - RECORD #513 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/29/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Rebecca
<b>Last Name :</b>	Peterson
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Kagel Canyon
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	
<b>Email :</b>	rebecca@ceiva.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	To YOU HSRA:

We are STRONGLY OPPOSED to the possibility of the bullet train running through what is known as "The Alternative Corridor. The possible impacts to Kagel Canyon are too many to even enumerate, but all threaten to damage our quality and way of life. The train's impact to the environment (many endangered species live in the San Gabriels), the aquifer which supplies many of our wells, damage to the National Forest, etc. DO NOT do this, and you will help protect our canyon, our neighbors, and our National Forest!

We are a small, BUT MIGHTY Canyon!!

Thank you.

Sincerely,

Rebecca Peterson  
Kagel Canyon resident  
Taxpayer  
California Voter

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Do not prefer Alternative Corridor
<b>Form Letter :</b>	

Submission I529 (Jeff Pidkowicz, September 2, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>Jeff Pidkowicz</u>		DATE: <u>9/30/2014</u>	
MEETING LOCATION: <u>ACTON</u>		AFFILIATION: <u></u>	
ADDRESS: <u>3905 Banson St</u>		EMAIL: <u>JPIDKOWICZ@YIPPO.COM</u>	PHONE: <u>661-714-4047</u>
CITY: <u>ACTON</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request in receiving legal notices.</small>			

To Whom It May Concern,

Let me say I'm not against high speed rail but when it encroaches rural towns such as Acton and Agua Dulce I have to say NO, there must be a better way to approach this.

First off as I look at the routes proposed one puts it right next to a new high school that is being built and to a middle school. I'm not sure if this was ever taken into concentration. The other routes run through homes cutting up the mountains. Another route puts this into the town itself destroying it.

Next the aesthetic and design that is being suggested destroys both the rural style as well as the rural trails that have here for years.

Air quality has to be addressed as I understand it Acton geology contains Serpentine rock that contains asbestiform particles that are potentially dangerous toxic.

Impact on Acton needs to address as we would be faced with overhead rails and grades with the heights of 50 to 100 feet. The noise that not only the train would create but the construction is way beyond the normal living standards. We are talking levels above 85Db. This level will no doubt cause damage to humans and animals.

I believe health concerns needs to be brought into this as it is my understanding electromagnetic waves create a radiation that can cause headaches fatigue and leukemia. What studies have been done and provide the results.

I believe a better route at the east end through the Angeles forest would be the best solution. It doesn't create the issues that I brought up and it's a straight line from Burbank to Palmdale without the destruction of people's lives and the living style that we so wanted.

Thank you

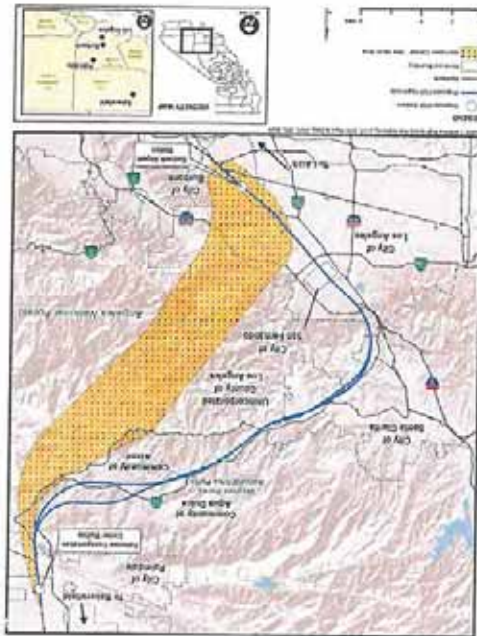


3905 Banson St

Acton California

93510

Submission I529 (Jeff Pidkowicz, September 2, 2014)



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section  
Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

22 SEP 2014 PM 3 L



Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

900123353 C057

Submission I530 (Angie Pidkowicz, September 2, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Angie Pidkowicz</u>		DATE: <u>8/3/2014</u>	
MEETING LOCATION: <u>Acton</u>		AFFILIATION: _____	
ADDRESS: <u>3905 Banson St</u>		EMAIL: <u>apidkowicz@yahoo.com</u>	PHONE: <u>661-418-9773</u>
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal requests to receive legal notices.</small>			

To Whom It May Concern,

Let me say I'm not against high speed rail but when it encroaches rural towns such as Acton and Agua Dulce I have to say NO, there must be a better way to approach this.

First off as I look at the routes proposed one puts it right next to a new high school that is being built and to a middle school. I'm not sure if this was ever taken into consideration. The other routes run through homes cutting up the mountains. Another route puts this into the town itself destroying it.

Next the aesthetic and design that is being suggested destroys both the rural style as well as the rural trails that have here for years.


Air quality has to be addressed as I understand it Acton geology contains Serpentine rock that contains asbestiform particles that are potentially dangerous toxic.

Impact on Acton needs to address as we would be faced with overhead rails and grades with the heights of 50 to 100 feet. The noise that not only the train would create but the construction is way beyond the normal living standards. We are talking levels above 85Db. This level will no doubt cause damage to humans and animals.

I believe health concerns needs to be brought into this as it is my understanding electromagnetic waves create a radiation that can cause headaches fatigue and leukemia. What studies have been done and provide the results.

I believe a better route at the east end through the Angeles forest would be the best solution. It doesn't create the issues that I brought up and it's a straight line from Burbank to Palmdale without the destruction of people's lives and the living style that we so wanted.

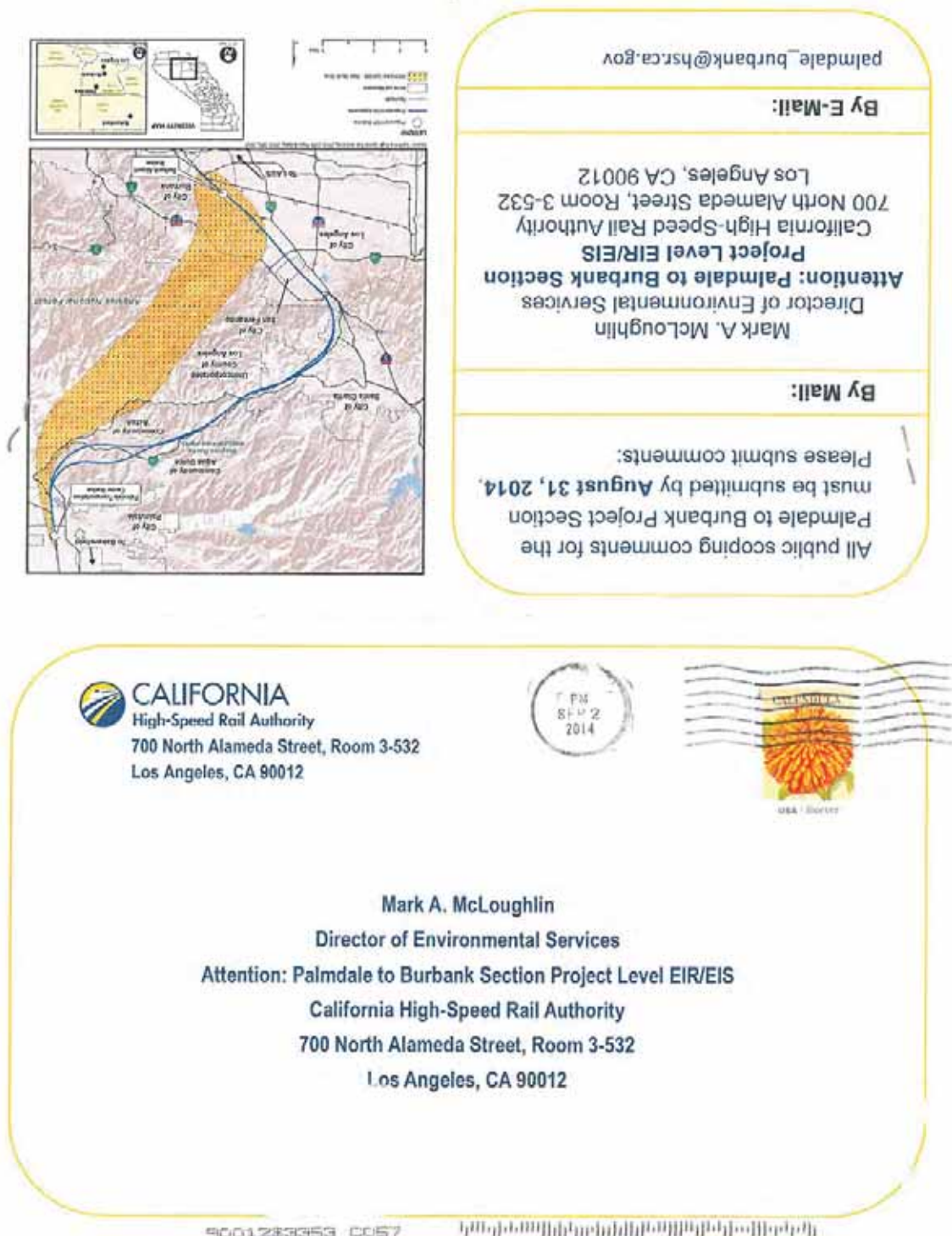
Thank you

  
3905 Banson St


Acton California

93510

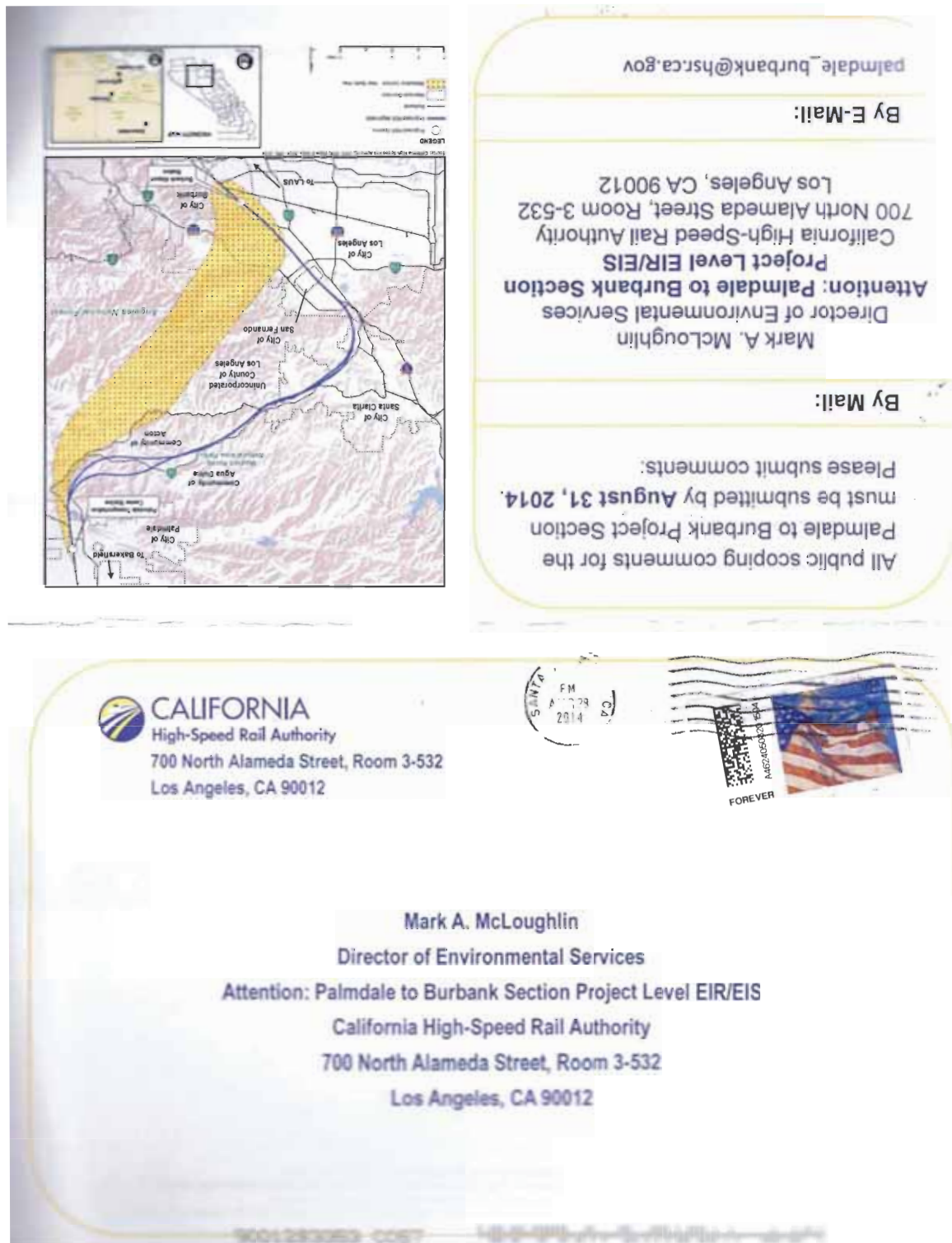
Submission I530 (Angie Pidkowicz, September 2, 2014)




Submission I531 (Lillian Pintio, August 28, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: LILLIAN PINTIO		DATE: Aug 28, 2014	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: 11400 SKYLARK RD		EMAIL:	PHONE:
CITY: SUNLAND	STATE: CA	ZIP: 91040-2045	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>1. EFFECT ON ANGELES NATIONAL FOREST AND WILDLIFE ALTERNATIVE CORRIDOR USED</p> <p>2. EFFECT ON RURAL NATURE OF LAKEVIEW TERRACE SUNLAND IF ALTERNATIVE CORRIDOR USED.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<p>We do not want the HSR to use ALTERNATIVE corridor. Better to use proposed route of Fwy 14 and 5 as they are already transportation corridor.</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

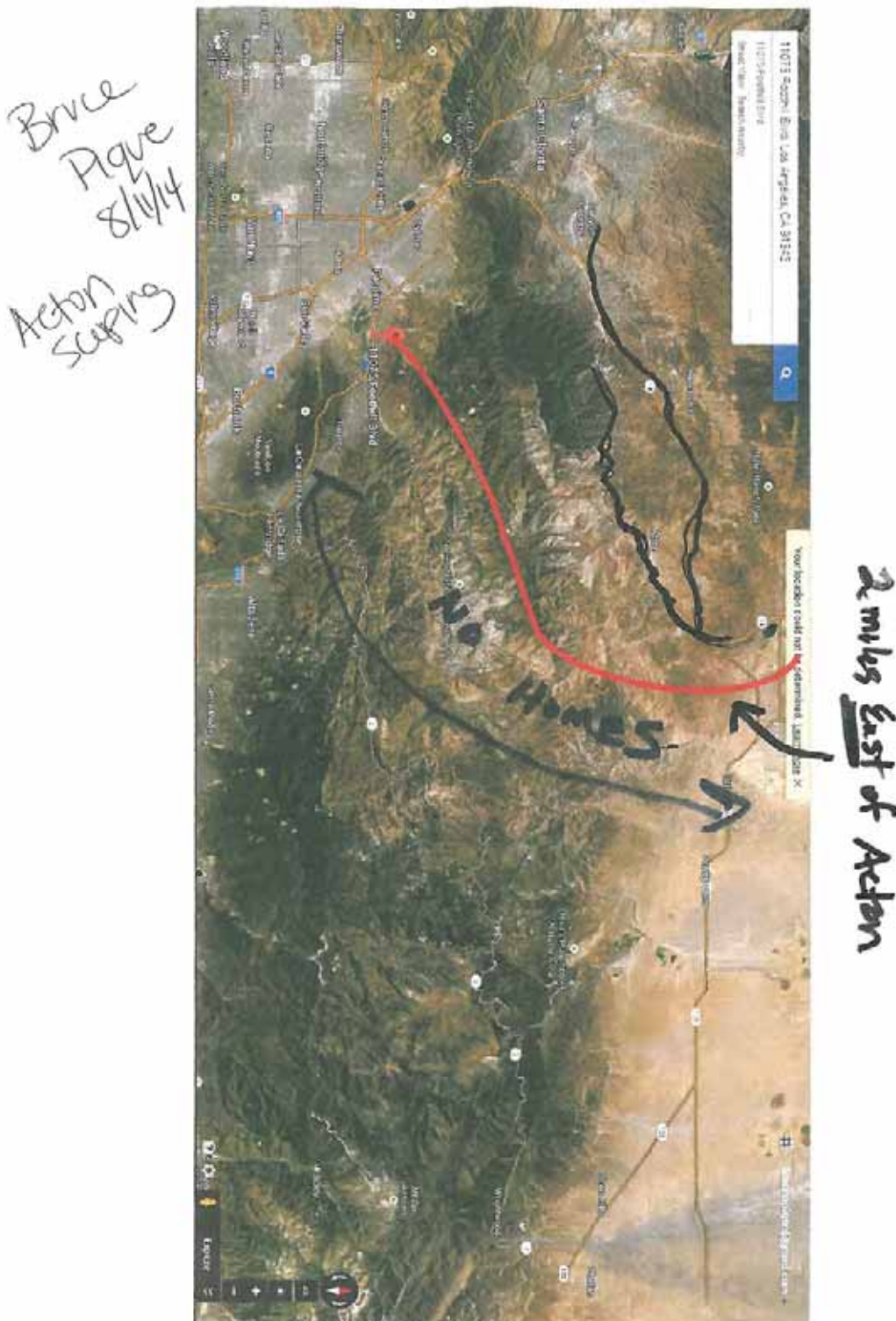
Submission I531 (Lillian Pintio, August 28, 2014)



Submission I532 (Bruce Pique, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: Bruce Pique		DATE: 8/11/14	
MEETING LOCATION:		AFFILIATION:	
ADDRESS:	EMAIL: bruceapique@gmail.com	PHONE: 661 644 4473	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
315 Homes, Shambala reserve for lions + tigers. Lost natural river in LA county... all of this will be devastated. All the homes have wells. Tunneling will mess up aquifer system during a horrible drought. Why are there 3 alternatives that all go through Acton w/out a single station w/no other alternatives?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
suggestion for alternative: Farthest east portion of the slug is the power station, 3-5 miles east is the last community in Acton. Why not route the train directly from Palmdale between Acton and Mt Emma which is shorter + does not impact any homes or any active watersheds during			
ADDITIONAL COMMENTS: the worst drought. Why is that not an option? Acton is 160 years old.			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

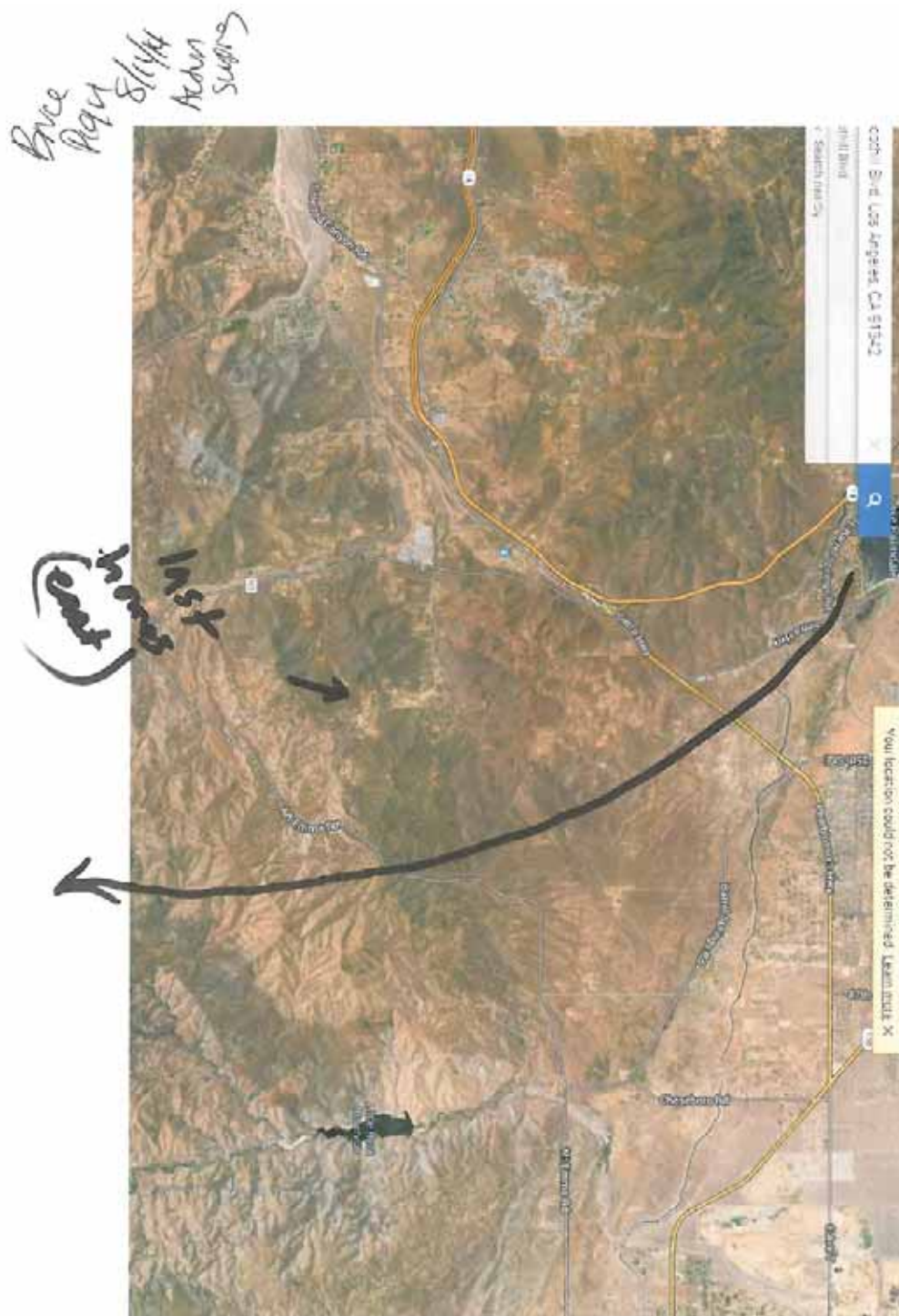
Submission I533 (Bruce Pique, August 11, 2014)



Submission I533 (Bruce Pique, August 11, 2014) - Continued



Submission I533 (Bruce Pique, August 11, 2014) - Continued



## Submission I534 (Victoria Pique, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME: Victoria Pique		DATE: 8/29/14	
MEETING LOCATION: Acton, CA		AFFILIATION: Citizen of Acton / Agua Dulce, California	
ADDRESS: 29120 Maryhill Road, PO Box 761		EMAIL: <a href="mailto:vikpiq@gmail.com">vikpiq@gmail.com</a>	PHONE: 661-644-4469
CITY: Acton	STATE: CA	ZIP: 93510	
<p>WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)</p> <p> <input type="radio"/> STATEWIDE         <input type="radio"/> PALMDALE TO BURBANK         <input type="radio"/> BURBANK TO LOS ANGELES       </p> <p>*NOTE: This does not substitute for formal request to receive legal notices.</p>			
<p>PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.</p> <p>I am extremely concerned that any of the existing three CA HSRA Palmdale to Burbank routes (two up the 14 Freeway corridor, and a new one through the Soledad Canyon Corridor) will all go right through the heart of our 160 year old town with clearly devastating negative impacts on quality of life for our over 11,000 full time residents the value and possibly the existence of over 4,000 homes, several schools, the environment, the watershed and more. All three would clearly ruin Acton / Agua Dulce during construction and after. The tranquil lifestyle here is what enticed people to move to Acton to get away from the hectic city life, and our community has worked very hard for decades, along with the support of County Supervisor Antonovich, to craft and maintain a special quiet small town county lifestyle with the added value of a Downtown Park Area, a new Library, a new High School, a new Elementary School, a Community Club with many social events, the Vasquez Rocks park and more. Our town is quiet, clean, with clear mountain air, beautiful sunrises and sunsets, stars at night, lots of pet owners, and horse-riders on quiet trails. Many commute to the city (30 mins to Valley by 14 &amp; Soledad Canyon). The recently identified "Soledad Canyon Corridor" is right on the Santa Clara River – a rare natural river watershed in Southern California (and one of the last "natural rivers" in LA County with no cement or man-made additions) with continuous fresh water that recharges ancient aquifers (during the worst drought in California history), supplying thousands of homeowners' wells (so homeowners don't need to buy rare LA County water), and farmers for 70 miles from Acton to Ventura, CA. as well as wild rare &amp; protected plant &amp; animal life including the great Basin sage, Stickleback fish, Steelhead, Red-legged frog, Arroyo toad, Willow flycatcher, Condor, Quail, Roadrunner, Herron, Hawk, Falcon, Eagle, Owl, Raven, Tortoise, Squirrel, Kangaroo rat, White tailed deer, Fox, Coyote, Mountain lion, Black bear &amp; more depend on River (several wildlife preserves including Shambala). The area also includes many Chumash Native America burial sites, ancestral remains, sacred places &amp; natural cultural resources essential to Chumash heritage. Just the public announcement alone that these 3 routes are possibly going through Acton / Agua Dulce is already reducing the appraised value of our property, and when and if a route is selected our property values will likely collapse, and our 160 year old town itself will certainly be ruined forever.</p> <p>In two most recent CA HSRA public meetings in Acton on July 30, 2014 and August 11, 2014, overflow crowds of over 200 citizens got hours of canned speeches from HSRA reps allowing few questions that were prepared ahead of the meeting with "canned" answers that were not very revealing to us as to what the future possibilities regarding timing and milestones such as environmental impact studies, route selection, ground-breaking of construction, eminent domain destruction and takeover of our homes. At the end of the first meeting we finally had a chance to ask a few live questions mostly related to the above concerns, and asking for milestones, timing of steps and so on we only got answers of "we don't know" – the entire audience yelled NO TRAIN! When pushed for an answer about what type of train would be coming through Acton / Agua Dulce, CA HSRA reps positioned the "Bullet Train" as "Electric". When the</p>			

## Submission I534 (Victoria Pique, August 29, 2014) - Continued

audience requested further clarification several times, Ms. Boehm finally admitted it will be a "Diesel-Electric" train (though a vendor has not been selected), which is no different than any diesel freight train in America since the steam engine. It will have a diesel power plant that generates power to drive an electric engine which will deliver higher torque power to the axels so it can climb hills better than a diesel train without a secondary electric motor. Maybe a newer diesel electric design could have less pollution than older ones, but it is NOT purely "electric" train and will be emitting noxious airborne diesel pollutants. The planned location of the Palmdale Station is almost directly on top of the San Andreas earthquake fault and the train itself could run along or across the fault line with potentially deadly results. The HSRA reps kept repeating "this is good for California", but the audience demanded to know how it was good for those of us who are only negatively affected like citizens of Acton / Agua Dulce. The route does not even plan to have a stop in our town, it would just blow through at high speed and volume from Palmdale all the way to Burbank without a single stop.

For my family personally, the train running through Acton / Agua Dulce will have devastating financial impacts beyond the perceived "comparable" value of our home and property. We have added hundreds of thousands of dollars of improvements to our property over the last 16 years including, 5,000 sq ft of lawn, 5,000 sq ft of cement driveway and parking, hundreds of automated irrigation heads and valves to hundreds of trees and plants, a horse corral with fencing, roofing, several barns and storage sheds, a large custom play structure, a home office, custom painting and flooring inside and out and more that would cause us to suffer hundreds of thousands of dollars of additional losses beyond the traditional "appraised value" based on "comparable properties" of which there are none in our Acton / Agua Dulce. We are very concerned about the HSRA bullet train's possible impact on our town's environment including Aesthetic and Visual Quality, Agricultural, Farmland and Forest Land, Air Quality and Global Climate Change, Biological Resources and Wetlands, Cultural Resources, Cumulative Impacts, Electromagnetic Interference/Fields (EMI/EMF), Geology, Soils, Seismic and Paleontology, Hazardous Materials and Wastes, Hydrology and Water Resources, Station Planning, Land Use and Development, Noise and Vibration, Parks Recreations and Open Space, Public Utilities and Energy, Regional Growth, Safety and Security, Socioeconomics and Communities, Environmental Justice, Transportation, Section 4(f) and Section 6(f) Evaluations, Environmental Impact Report, \$3.5B funding shortfall, degrading voter support. I also believe this project would violate several national environmental Acts including the Clean Water Act, the National Environmental Policy Act and National Historic Preservation Act.

Though I am opposed to the entire route of the train and think the project should be cancelled, if it is to happen and a route needs to be chosen from Palmdale to Burbank options other than the three current ones should be considered (there must be many alternatives). During the July 30, 2014 meeting in Acton Los Angeles County 5<sup>th</sup> District Deputy Supervisor Michael Cano said to the agitated audience, "We hear your anger"..."we want to see a larger SLUG" referring to the shape of the proposed 3<sup>rd</sup> route through the Soledad Canyon Corridor. Have other routes been considered? A "larger slug" route could be considered that might have little of the above negative impact. It could start several miles East of the intersection of Highway 2 and Mount Emma Road heading south above, through or below the San Gabriel mountains and across the ridgeline ten or more miles East of Mount Gleason, where it could enter the "back country" and head West to Burbank with the entire route not disturbing a single home, or community until it nears the Burbank station. This route could also be less expensive with no homes to condemn, fewer Tunnels, and a more direct route to allow the train to get up to speed. Tunnels could be used on the Burbank end to get it to that station without disturbing communities near the Burbank area.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? See above

ADDITIONAL COMMENTS: see above

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

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**Submission I534 (Victoria Pique, August 29, 2014) - Continued**

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Send by Certified Mail to:

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section**  
**Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

## Submission I535 (Bruce Pique, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME: Bruce Pique		DATE: 8/29/14	
MEETING LOCATION: Acton, CA		AFFILIATION: Citizen of Acton / Agua Dulce, California	
ADDRESS: 29120 Maryhill Road, PO Box 761		EMAIL: <a href="mailto:bruceapique@gmail.com">bruceapique@gmail.com</a>	PHONE: 661-644-4473
CITY: Acton	STATE: CA	ZIP: 93510	
<p>WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)</p> <p> <input type="radio"/> STATEWIDE         <input type="radio"/> PALMDALE TO BURBANK         <input type="radio"/> BURBANK TO LOS ANGELES       </p> <p>*NOTE: This does not substitute for formal request to receive legal notices.</p>			
<p>PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.</p> <p>I am extremely concerned that any of the existing three CA HSRA Palmdale to Burbank routes (two up the 14 Freeway corridor, and a new one through the Soledad Canyon Corridor) will all go right through the heart of our 160 year old town with clearly devastating negative impacts on quality of life for our over 11,000 full time residents the value and possibly the existence of over 4,000 homes, several schools, the environment, the watershed and more. All three would clearly ruin Acton / Agua Dulce during construction and after. The tranquil lifestyle here is what enticed people to move to Acton to get away from the hectic city life, and our community has worked very hard for decades, along with the support of County Supervisor Antonovich, to craft and maintain a special quiet small town county lifestyle with the added value of a Downtown Park Area, a new Library, a new High School, a new Elementary School, a Community Club with many social events, the Vasquez Rocks park and more. Our town is quiet, clean, with clear mountain air, beautiful sunrises and sunsets, stars at night, lots of pet owners, and horse-riders on quiet trails. Many commute to the city (30 mins to Valley by 14 &amp; Soledad Canyon). The recently identified "Soledad Canyon Corridor" is right on the Santa Clara River – a rare natural river watershed in Southern California (and one of the last "natural rivers" in LA County with no cement or man-made additions) with continuous fresh water that recharges ancient aquifers (during the worst drought in California history), supplying thousands of homeowners' wells (so homeowners don't need to buy rare LA County water), and farmers for 70 miles from Acton to Ventura, CA. as well as wild rare &amp; protected plant &amp; animal life including the great Basin sage, Stickleback fish, Steelhead, Red-legged frog, Arroyo toad, Willow flycatcher, Condor, Quail, Roadrunner, Herron, Hawk, Falcon, Eagle, Owl, Raven, Tortoise, Squirrel, Kangaroo rat, White tailed deer, Fox, Coyote, Mountain lion, Black bear &amp; more depend on River (several wildlife preserves including Shambala). The area also includes many Chumash Native America burial sites, ancestral remains, sacred places &amp; natural cultural resources essential to Chumash heritage. Just the public announcement alone that these 3 routes are possibly going through Acton / Agua Dulce is already reducing the appraised value of our property, and when and if a route is selected our property values will likely collapse, and our 160 year old town itself will certainly be ruined forever.</p> <p>In two most recent CA HSRA public meetings in Acton on July 30, 2014 and August 11, 2014, overflow crowds of over 200 citizens got hours of canned speeches from HSRA reps allowing few questions that were prepared ahead of the meeting with "canned" answers that were not very revealing to us as to what the future possibilities regarding timing and milestones such as environmental impact studies, route selection, ground-breaking of construction, eminent domain destruction and takeover of our homes. At the end of the first meeting we finally had a chance to ask a few live questions mostly related to the above concerns, and asking for milestones, timing of steps and so on we only got answers of "we don't know" – the entire audience yelled NO TRAIN! When pushed for an answer about what type of train would be coming through Acton / Agua Dulce, CA HSRA reps positioned the "Bullet Train" as "Electric". When the</p>			

## Submission I535 (Bruce Pique, August 29, 2014) - Continued

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WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? See above

ADDITIONAL COMMENTS: see above

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
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YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

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**Submission I535 (Bruce Pique, August 29, 2014) - Continued**

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Send by Certified Mail to:

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section**  
**Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

## Submission I536 (Alannah Pique, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME: Alannah Pique		DATE: 8/29/14	
MEETING LOCATION: Acton, CA		AFFILIATION: Citizen of Acton / Agua Dulce, California	
ADDRESS: 29120 Maryhill Road, PO Box 761		EMAIL: <a href="mailto:lovesleaps@gmail.com">lovesleaps@gmail.com</a>	PHONE: 661-644-4476
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) <input checked="" type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input checked="" type="radio"/> BURBANK TO LOS ANGELES			
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<p>I am extremely concerned that any of the existing three CA HSRA Palmdale to Burbank routes (two up the 14 Freeway corridor, and a new one through the Soledad Canyon Corridor) will all go right through the heart of our 160 year old town with clearly devastating negative impacts on quality of life for our over 11,000 full time residents the value and possibly the existence of over 4,000 homes, several schools, the environment, the watershed and more. All three would clearly ruin Acton / Agua Dulce during construction and after. The tranquil lifestyle here is what enticed people to move to Acton to get away from the hectic city life, and our community has worked very hard for decades, along with the support of County Supervisor Antonovich, to craft and maintain a special quiet small town county lifestyle with the added value of a Downtown Park Area, a new Library, a new High School, a new Elementary School, a Community Club with many social events, the Vasquez Rocks park and more. Our town is quiet, clean, with clear mountain air, beautiful sunrises and sunsets, stars at night, lots of pet owners, and horse-riders on quiet trails. Many commute to the city (30 mins to Valley by 14 &amp; Soledad Canyon). The recently identified "Soledad Canyon Corridor" is right on the Santa Clara River – a rare natural river watershed in Southern California (and one of the last "natural rivers" in LA County with no cement or man-made additions) with continuous fresh water that recharges ancient aquifers (during the worst drought in California history), supplying thousands of homeowners' wells (so homeowners don't need to buy rare LA County water), and farmers for 70 miles from Acton to Ventura, CA. as well as wild rare &amp; protected plant &amp; animal life including the great Basin sage, Stickleback fish, Steelhead, Red-legged frog, Arroyo toad, Willow flycatcher, Condor, Quail, Roadrunner, Herron, Hawk, Falcon, Eagle, Owl, Raven, Tortoise, Squirrel, Kangaroo rat, White tailed deer, Fox, Coyote, Mountain lion, Black bear &amp; more depend on River (several wildlife preserves including Shambala). The area also includes many Chumash Native America burial sites, ancestral remains, sacred places &amp; natural cultural resources essential to Chumash heritage. Just the public announcement alone that these 3 routes are possibly going through Acton / Agua Dulce is already reducing the appraised value of our property, and when and if a route is selected our property values will likely collapse, and our 160 year old town itself will certainly be ruined forever.</p> <p>In two most recent CA HSRA public meetings in Acton on July 30, 2014 and August 11, 2014, overflow crowds of over 200 citizens got hours of canned speeches from HSRA reps allowing few questions that were prepared ahead of the meeting with "canned" answers that were not very revealing to us as to what the future possibilities regarding timing and milestones such as environmental impact studies, route selection, ground-breaking of construction, eminent domain destruction and takeover of our homes. At the end of the first meeting we finally had a chance to ask a few live questions mostly related to the above concerns, and asking for milestones, timing of steps and so on we only got answers of "we don't know" – the entire audience yelled NO TRAIN! When pushed for an answer about what type of train would be coming through Acton / Agua Dulce, CA HSRA reps positioned the "Bullet Train" as "Electric". When the</p>			

## Submission I536 (Alannah Pique, August 29, 2014) - Continued

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ADDITIONAL COMMENTS: see above

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**Submission I536 (Alannah Pique, August 29, 2014) - Continued**

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Send by Certified Mail to:

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section**  
**Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

## Submission I537 (Charlotte Pique, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME: Charlotte Pique		DATE: 8/29/14	
MEETING LOCATION: Acton, CA		AFFILIATION: Citizen of Acton / Agua Dulce, California	
ADDRESS: 29120 Maryhill Road, PO Box 761		EMAIL: <a href="mailto:crazycurlss19@gmail.com">crazycurlss19@gmail.com</a>	PHONE: 661-478-0109
CITY: Acton	STATE: CA	ZIP: 93510	
<p>WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)</p> <p> <input type="radio"/> STATEWIDE         <input type="radio"/> PALMDALE TO BURBANK         <input type="radio"/> BURBANK TO LOS ANGELES       </p> <p>*NOTE: This does not substitute for formal request to receive legal notices.</p>			
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ADDITIONAL COMMENTS: see above

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**Submission I537 (Charlotte Pique, August 29, 2014) - Continued**

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Send by Certified Mail to:

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section**  
**Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

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Submission I538 (Marilyn Pisa, August 27, 2014)

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August 27, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed rail Authority  
770 L Street, suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

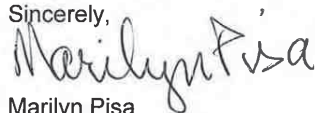
I am writing because I am opposed to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. This portion of the planned route hurts the communities between Burbank and Palmdale. The proposed route would negatively impact schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Instead please pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Our community is depending on your support in this change.

Sincerely,



Marilyn Pisa  
26116 Galvez Ct.  
Valencia, CA 91355

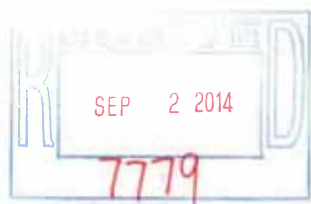
Cc: CHSRA Chairman, Dan Richards

## Submission I538 (Marilyn Pisa, August 27, 2014) - Continued

M. Pisa  
26116 Galvez Ct.  
Valencia, Ca 91355

SANTA CLARITA, CA 913

28 AUG 2014 PM 1.1L



Jeff Morales  
Chief Executive Officer  
California High-Speed rail Authority  
770 L Street, suite 800  
Sacramento, CA 95814

95814335900



## Submission I539 (Nancy Pistole, August 31, 2014)

### Palmdale - Burbank - RECORD #381 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Nancy  
**Last Name :** Pistole  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10404 Leolang Ave  
**Apt./Suite No. :**  
**City :** Sunland  
**State :** CA  
**Zip Code :** 91040  
**Telephone :** (818)353-8650  
**Email :** bf821@lafn.org  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Dear Mr. McLoughlin and the California High-Speed Rail Authority:

The Alternative Corridor for the High-Speed Rail is a BAD proposal! The original route near SR-14 and I-5 are already set up for transportation and access. Destroying hundreds of square miles of sensitive environmental areas, watersheds, National Recreation Areas, and a National Forest, is completely irresponsible, unnecessary, and would add considerably to the cost of construction. The Alternative Corridor runs through earthquake faults and high soil liquefaction areas, which is just asking for additional complications next time we have an earthquake.


I urge you to drop the Alternative Corridor as a possibility for the High-Speed Rail, and stick to transportation corridors that are already developed for this purpose.

Sincerely,

Nancy Pistole  
10404 Leolang Ave  
Sunland CA 91040  
(818)353-8650  
bf821@lafn.org

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

Submission I540 (Bill Pollard, August 16, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>BILL POLLARD</u>		DATE: <u>8-11-14</u>	
MEETING LOCATION: <u>ACORN - LIBRARY</u>		AFFILIATION: <u>RESIDENT</u>	
ADDRESS: <u>35105 SIBBEN VIEWS</u>		EMAIL: <u>-</u>	PHONE: <u>661 269-1951</u>
CITY: <u>AGUA DULCE</u>	STATE: <u>CA</u>	ZIP: <u>91390</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notice.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<div>SEE ATTACHED COMMENT</div>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.</p>			

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Submission I540 (Bill Pollard, August 16, 2014) - Continued

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August 16, 2014

I attended the Scoping Meeting held at the Acton/Agua Dulce Library on 8-11-2014. I attended to see what the current status of the project is. I attended some of the meetings 6 or 7 years ago and did not get any answers then. My concerns are "What is being considered as far as water aquifers/water table and the impact a project of this magnitude will have on those of us that are depending on our wells for water. I am also concerned about the seismic issues as we are only a few miles from a major fault that this project will cross, possibly underground.

My understanding is that these Scoping Meetings are to gain public input. If that is the case this one fell way short of its goal. It was published in our local news paper that the previous meeting had over 200 in attendance and was overcrowded. This meeting was VERY OVERCROWDED to the point that my neighbor, myself and approximately 75 to 100 others were asked to leave and return an hour or more later to hear another presentation because the Fire Marshall from LA County FD was inspecting the premises for overcrowding. Over half the people left the meeting room and as I observed most went to their vehicles and drove away. I gained nothing from this meeting except that it will go through regardless !!

A couple of questionable observations:

It was shown, before I was asked to leave, that this transit authority has already given over 250 million dollars to other transit authorities. If this is true I find it objectionable that huge amounts of taxpayer monies are appropriated for one cause and given to another with out any worries about what the original intent was. It's kind of like taking gas tax money from road users and spending the money other places and letting the pot holes get worse because there is no more money to fix them.

If it is imperative that the tax payers of California have a new path for rail, why is it that there is already rail line that connect all the places that this new train is going ?? I believe that is called redundancy.

Now for some observations on my part :

First the Scoping Meeting concept is a joke the way it is administered. Those of us that were asked to leave felt that this was a waste of time and tax payer money because of poor planning to the point that people that went to get information were not able to see the whole presentation and half were not able to get all the info being put out and there was no Q&A period scheduled.

If this project is run like the Scoping Meetings it will be just another black hole for tax dollars and things that are run so poorly scare me as far as SAFETY, I would be afraid to ride on a very fast train if the track record leading up to its completion is a shambles.

On top of what was called a meeting, when I signed in one of the transit employees who had watched me put down all the info asked for explained that I could fill

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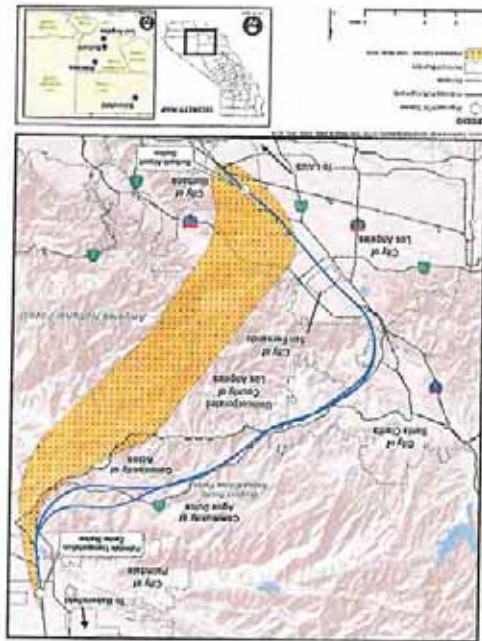
Submission I540 (Bill Pollard, August 16, 2014) - Continued

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out the comment card or go on line and file the comment. Or one of the employees could fill it out for me. I am a senior citizen , but I drive read, write and get around pretty well. To say the least I was offended as it was stated, it appeared to me that she thought I was unable to write. I mentioned that I was capable of reading and writing to which she gave me a shrug and stated "well it's available " turned and walked off. Just before being asked to leave a lady in the audience tried to ask a question and objected to not being able to which the moderator stated "that's the way we run these meetings now" and things got a little out of control. Other than the safety issues if the employees are going to have attitudes I don't need to go there.

Bill Pollard  
35105 Sierra View Rd  
Agua Dulce CA 91390

Submission I540 (Bill Pollard, August 16, 2014)



By E-Mail: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

By Mail:

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012


SANTA CLARITA CA 913

16 AUG 2014 PM 5 L

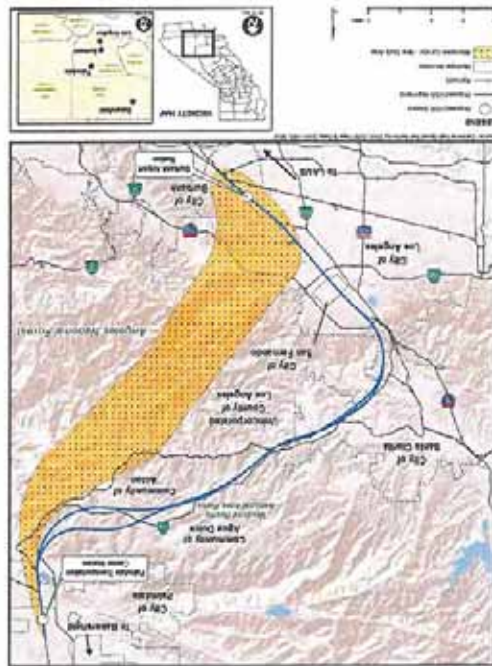


Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

Submission I541 (Jill Pond, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Jill Warren Pond</u>		DATE: <u>8/27/14</u>	
MEETING LOCATION: <u>Lake View Terrace Recreation Center</u>		AFFILIATION:	
ADDRESS: <u>11053 Longford St.</u>		EMAIL: <u>jillpond@verizon.net</u>	PHONE: <u>818-645-7455</u>
CITY: <u>Lake View Terrace</u>	STATE: <u>CA</u>	ZIP: <u>91342</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
① Flood problems and water flow ② Animals protection - Fish in Gold Creek / Bird Sanctuary / wildlife habitats other animals on environmental protection list ③ Plants on protected list ④ This is a <u>very unique</u> area - nothing else like it. This will destroy Little Tujunga, Big Tujunga and Hansen Dam. ⑤ This will totally cut off 1,000's and 1,000's of people's access to this National Forest & Recreational Area. This is a very important open space and recreational area for not only this part of the valley			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? but for many people coming from all over.			
⑥ You will eliminate the Equestrians and the horses from this area. You will eliminate our access to trails. ⑦ The Wash is our access and the wash is very important environmentally. ⑧ Higher costs to run it through National Forest - will need maintenance roads, ventilation and escape routes for tunnels ⑨ Ridiculous to destroy precious rural, national forest that 1000's + 1000's use. The 14 & 5 corridors already have noise, limited access and routes. Don't destroy pristine areas			
ADDITIONAL COMMENTS: ⑩ <u>Complete destruction</u> of Little Tujunga communities and unique area. Only a smaller impact on 14 + 5 Freeway route. ⑪ Higher <del>costs</del> costs - even though shorter route - will cost higher to maintain in long run. ⑫ Little Tujunga & Big Tujunga are Scenic Highways & roads.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I541 (Jill Pond, August 27, 2014)



palmdale\_burbank@hsrc.ca.gov

**By E-Mail:**

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

27 AUG 2014 PM 4:11



Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303




**CALIFORNIA**  
High-Speed Rail Authority

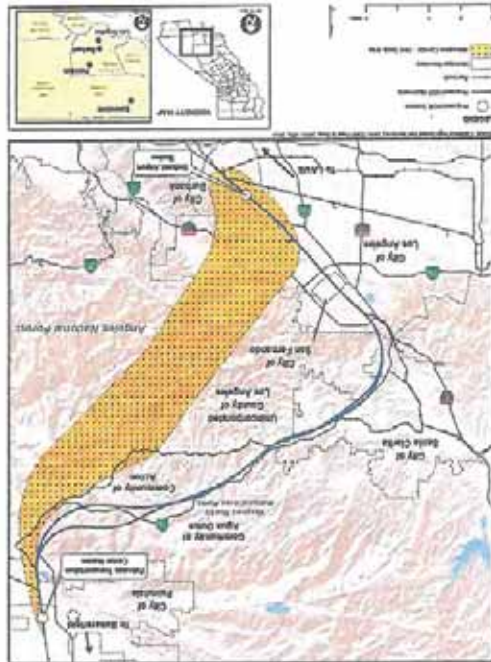


U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

Submission I542 (Gary Pond, September 2, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: GARY POND		DATE: 8/27/14	
MEETING LOCATION: LakeView Terrace Recreation Center		AFFILIATION:	
ADDRESS: 11053 Longford St.	EMAIL: ggpond@verizon.net	PHONE: 818-890-1460	
CITY: Lake View Terrace,	STATE: CA	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
1) Access impact to wash areas as it relates to recreational use by hikers, trail bikers, dog walkers and horseback Riders. 2) Impact on flood run off. Area has history of very impressive flooding problems in both Little Tujunga, Big Tujunga and Hansen Dam areas 3) Impact Generally on the recreational use of the Hansen Dam Recreational Area - important to all people in Valley			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
4) Impact on cutting off and restricting access to National Forest 5) Impact on the huge Equestrian Businesses in the area. Would Eliminate Horses being boarded, trained and etc. Important industry would be eliminated. LA City does not have enough rural and horse areas now and this would eliminate horses and access. 6) Environmentally important animals, fish and plants severely impacted. (i.e. - the fish in Cold Creek and plants and animals and birds in Hansen Dam.)			
ADDITIONAL COMMENTS: Common sense indicates that the rail line should be put adjacent to existing rail lines instead of disturbing National Forest and important wash areas used for recreational purposes. Hansen Dam area is heavily used by lower, middle and upper income people from all areas for outdoor recreation. We should be increasing open & recreational areas, not destroying them for the High Speed Rail			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale.burbank@hst.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I542 (Gary Pond, September 2, 2014)



palmdale\_burbank@hsrc.ca.gov

By E-Mail:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

By Mail:

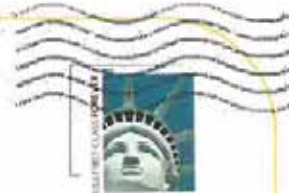
All public scoping comments for the  
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Please submit comments:



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

27 AUG 2014 PM 4 L



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

## Submission I543 (Gary Pond, September 12, 2014)

### Palmdale - Burbank - RECORD #790 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Gary  
**Last Name :** Pond  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :** 813.890.1460  
**Email :** ggpond@verizon.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

These are additional thoughts on the reasons why the High Speed Rail should NOT be built through Little Tujunga, Hansen Dam or Big Tujunga Canyons:

Although I mentioned that the Equestrian Industry in Little Tujunga Canyon and Hansen Dam would be eliminated if the HSR was allowed to be built here, please note that there are many, many more businesses located in the Little Tujunga Canyon and Wash, Hansen Dam and Big Tujunga areas. For example, there are numerous plant nursery's, tack and saddle repair stores, people put on weddings and other large social events, there is a shooting range that is public and for many law enforcement agencies, paint ball places, dog training businesses, sheep herding businesses, churches, other religious organizations, camps, wildlife sanctuaries, hang gliding instruction, restaurants, bars, golf courses, to name just a few. Just like the Equestrian Industry, these people, their employees and the people who service those businesses and the related industries would all be put out of business and lose jobs. The HSR route would eliminate their businesses and eliminate the traffic of people coming to their businesses. There would be a huge economic loss and the entire cities of Lake View Terrace, Shadow Hills and Sunland would be decimated with the loss of the Equestrian Industry along with the other businesses in the area. There are so many outside people who come to the area because of the Equestrian activities and other business mentioned above. If you remove them to put in a High Speed Rail line, you remove the reason people come to this area. We may be a small area, but there are a lot of good and important things that go on here.

It is unthinkable that anyone would propose to bring a High Speed Rail through an area that is quiet, pristine, rural, still natural, and used so extensively by so many people from inside and outside the community, and which serves so many people and businesses. I thought we were supposed to be looking for economic growth, not destroying people's businesses, livelihoods and properties. I thought another goal was to increase open, natural and recreational space, not take it away, especially when it is used so heavily by many people for many different activities.

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## Submission I543 (Gary Pond, September 12, 2014) - Continued

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If the HSR needs to go through a business near the 14 or 5 freeways, that business at least has a chance to move to another location within the same vicinity. Even if they move a mile away, they will have the same customer base and there will be roads and streets to get to the new location. There is only ONE main road in Little Tujunga Canyon. It is a small, narrow canyon. If you bring the HSR through the canyon, you will eliminate access to that road. Even if you keep access to the road, you will completely ruin the feeling and environment of the canyon. Horses will have to be moved out as horses and High Speed Rails will not be able to go together and it will eliminate access to the National Forest trails. There is no where else close by to move these businesses. There are hills and mountains or flood plains that can not be built on, and that do not have any roads or streets on for access to it. There is no good alternative as to where to move the businesses that would be taken and eliminated in Little Tujunga Canyon, Hansen Dam Recreational Area and Big Tujunga. As mentioned before there is also the U.S. Forest Service Rangers and Fire Personnel stationed within parts of Little Tujunga Canyon, which is an vital location for them. This whole area is important and unique and needs to be preserved for the beauty and importance that it holds.

There is not one positive thing that will come from running the HSR down Little Tujunga Canyon or through Hansen Dam, or through Big Tujunga. This is National Forest land that is supposed to be preserved not marred with a HSR. The Army Corp of Engineers is in charge of the Hansen Dam flood area, along with the Washes of Little Tujunga and Big Tujunga. No one is allowed to do anything detrimental to the flood control of any of these areas. We have a standing joke that we get a 100 year flood here every 10 years. How is a High Speed Rail not going to be detrimental to the area? It is going to be a huge detriment in so many ways and it should in no way be allowed to come through any part of the new proposed route. It will be far less destructive to have it go down the original route near the 14 and 5 freeways where there are already railroad tracks and freeways.

Thank you for your time and considering all my comments.  
Gary Pond

On 09/12/14, Gary Pond<ggpond@verizon.net> wrote: The following is just a few of the many reasons why the High Speed Rail from Palmdale to Burbank should NOT be brought through the Angeles National Forest, or through Little Tujunga Canyon, Big Tujunga Canyon, Hansen Dam, Lake View Terrace or Shadow Hills:

- 1) You will eliminate the entire Equestrian Industry from the area. There are large boarding and training facilities along with smaller facilities and many people with horses in their backyards. The Equestrian Industry is dependent on all these areas where you are proposing to bring the HSR through (Little Tujunga Canyon, Hansen Dam Recreational Areas and Big Tujunga) due to the needed open areas already developed for horse use, and the areas designed and zoned for horses. This is not an industry that can move anywhere else close to the City of Los Angeles. There are thousands of horses and thousands of people who come to the area due to the horses. You will eliminate an industry that employs a large number of people directly and indirectly. You also take away the income of the independent contractors who service the horses such as farriers, veterinarians, groomers, trainers, exercise people and such. These jobs can not be replaced. These are permanent, long standing jobs, not temporary jobs that will end after the HSR is built.
- 2) By eliminating the Equestrian Industry you will also negatively impact the income of all the businesses that are related to the horse industry being in this area. These include such things as the tack stores, the feed stores, restaurants, etc. Other businesses will suffer economic losses due to the loss of the number of people in the area.
- 3) The High Speed Rail will completely cut off all trail access to the National Forest through Little Tujunga Wash. This is this area's only access to the extensive trail system in this part of the Angeles National Forest. Horse back riders, hikers, dog walkers, and mountain bikers all use these trails. It is an

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## Submission I543 (Gary Pond, September 12, 2014) - Continued

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important recreational area. It is used by people in the area as well as drawing large numbers of people in from other areas of the San Fernando Valley and other parts of Los Angeles and California. If you eliminate trail access, you will eliminate the horses from the area.

4) The High Speed Rail would eliminate the use of the Hansen Dam Recreational Area for all of the Equestrian events, horse back riding, hiking, dog walking, soccer playing, fishing, boating, swimming and etc. This has been built as a recreational area for the Los Angeles residents to use and it should not be taken away. Los Angeles has been trying to add to the open space and recreational areas, not destroy them. Hansen Dam is a huge area for a varied and diverse amount of recreational pursuits. It needs to be preserved and not eliminated by running a High Speed Rail through or near it. People can not enjoy nature and the outdoors with the noise, pollution and blocked access to the area.

5) Bringing the High Speed Rail through Little Tujunga Canyon, or Big Tujunga Canyon would have a big impact on the flood run off. The area has a history of very impressive flooding problems in both Little Tujunga and Big Tujunga Canyons and in Hansen Dam areas.

6) The proposed areas are very unique and important environmentally and can not be moved or replicated. There are important fish, plants, animals, birds, reptiles, and insects which will suffer from demise if the High Speed Rail is allowed to go through here.

7) The Little Tujunga Wash and the Big Tujunga Wash are used extensively by equestrians, hikers and mountain bikers. The washes are the access to the National forest. The Wash is vital to the entire area. If you bring the HSR down the canyons or washes, you will be dividing that canyon in half and not allowing access from one half to the other. This will terminate all equestrian and anyone's access to the canyon and recreational areas and National Forest.

8) Tunnelling through the National Forest will have a huge impact on the environment, animals and people trying to use the area. There will still be noise, pollution, huge amount of air flow coming from the needed ventilation tubes (as I understand it the High Speed Trains push a huge amount of air and ventilation tubes are needed frequently for any tunnels, along with escape routes for passengers if the train becomes incapacitated), maintenance roads fences and equipment to maintain the ventilation and escape tubes and all of this will block access and destroy the natural open space land that the National Forest is meant to be.

9) Apparently one of the reasons for looking at the new proposed route is that it will cost less because it will be fewer miles of track. But, it will necessitate more tunnelling, which will cost more. There will also be higher construction costs to ensure the rails are flood proof, as well as precautions for times of forest fires. Additional construction will need to be done in the areas to make sure the HSR does not cause new flooding issues.

10) Little Tujunga Canyon Road is a vital alternative to the 14 and 5 Freeways. If you put a HSR through Little Tujunga Canyon, you will lose that road, or have to build a new one, which will mean higher construction costs. This road is frequently used when the freeways are blocked due to earthquakes, fires, floods or other issues.

11) Little Tujunga Canyon houses important Fire Personnel from the U.S. Forest Service, both lower down in the Canyon at their Ranger Station and at Dillon Divide. These fire fighter's access to the National Forest would be cut off if a High Speed Rail came through the Canyon. They would not be able to get to a fire in the National Forest that was close to them but on the other side of the HSR, with the Canyon being cut in half and access blocked by the HSR line. This is a huge detriment.

12) Both Little Tujunga Canyon and Big Tujunga Canyon are used

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Submission I543 (Gary Pond, September 12, 2014) - Continued

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extensively by people as scenic routes. They tour the area in their cars, motorcycles, bicycles, etc. This brings many people into the area which is good for business and good for economics. No one is going to want to come and have the view and National Forest marred by the sight of fencing and High Speed Rail lines.

13) Home values in the Lake View Terrace, Shadow Hills and some Sunland areas are higher due to the fact that they are considered horse property and there are very few places left in the City of Los Angeles that you can keep horses in your backyard. If a High Speed Rail is allowed to go through Little Tujunga, Big Tujunga or Hansen Dam, property values would plummet as no one would want to keep the horses in this area due to the trail and other equestrian access being eliminated. The City has put in specific public arenas such as at the Lake View Terrace Recreational Park and at Gabriellano Park. Why destroy the horse environment and horse industry now here? There is no where close to the City of Los Angeles that the thousands of horses could move. The horses and the people employed because of the horses would all be forced to leave.

14) The High Speed Rail will cause a complete destruction of the Equestrian Industry and the community's surrounding the proposed areas. This is a unique area which should be preserved. There will be a much smaller overall impact on the areas near the 14 and 5 Freeways if the HSR routes are built there, as they were originally supposed to be. There are more homes and businesses in Little Tujunga, Hansen Dam and Big Tujunga than the people proposing the route change realize.

Sincerely,  
Gary Pond  
818-890-1460

EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

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Submission I544 (Gary Pond, September 15, 2014)

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**First Name :** Gary

**Last Name :** Pond

**Business/Organization :**

**Address :**

**City :**

**State :**

**Zip Code :** 00000

**Stakeholder Comments/Issues :** The following is just a few of the many reasons why the High Speed Rail from Palmdale to Burbank should NOT be brought through the Angeles National Forest, or through Little Tujunga Canyon, Big Tujunga Canyon, Hansen Dam, Lake View Terrace or Shadow Hills:

1) You will eliminate the entire Equestrian Industry from the area. There are large boarding and training facilities along with smaller facilities and many people with horses in their backyards. The Equestrian Industry is dependent on all these areas where you are proposing to bring the HSR through (Little Tujunga Canyon, Hansen Dam Recreational Areas and Big Tujunga) due to the needed open areas already developed for horse use, and the areas designed and zoned for horses. This is not an industry that can be moved anywhere else close to the City of Los Angeles. There are thousands of horses and thousands of people who come to the area due to the horses. You will eliminate an industry that employs a large number of people directly and indirectly. You also take away the income of the independent contractors who service the horses such as farriers, veterinarians, groomers, trainers, exercise people and such. These jobs can not be replaced. These are permanent, long standing jobs, not temporary jobs that will end after the HSR is built.

2) By eliminating the Equestrian Industry you will also negatively impact the income of all the businesses that are related to the horse industry being in this area. These include such things as the tack stores, the feed stores, restaurants, etc. Other businesses will suffer economic losses due to the loss of the number of people in the area.

3) The High Speed Rail will completely cut off all trail access to the National Forest through Little Tujunga Wash. This is this area's only access to the extensive trail system in this part of the Angeles National Forest. Horse back riders, hikers, dog walkers, and mountain bikers all use these trails. It is an important recreational area. It is used by people in the area as well as drawing large numbers of people in from other areas of the San Fernando Valley and other parts of Los Angeles and California. If you eliminate trail access, you will eliminate the horses from the area.

4) The High Speed Rail would eliminate the use of the Hansen Dam Recreational Area for all of the Equestrian events, horse back riding, hiking, dog walking, soccer playing, fishing, boating, swimming and etc. This has been built as a recreational area for the Los Angeles residents to use and it should not be taken away. Los Angeles has been trying to add to the open space and recreational areas, not destroy them. Hansen Dam is a huge area for a varied and diverse amount of recreational pursuits. It needs to be preserved and not eliminated by running a High Speed Rail through or near it. People can not enjoy nature and the outdoors with the noise, pollution and blocked access to the area.

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Submission I544 (Gary Pond, September 15, 2014) - Continued

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5) Bringing the High Speed Rail through Little Tujunga Canyon, or Big Tujunga Canyon would have a big impact on the flood run off. The area has a history of very impressive flooding problems in both Little Tujunga and Big Tujunga Canyons and in Hansen Dam areas.

6) The proposed areas are very unique and important environmentally and can not be moved or replicated. There are important fish, plants, animals, birds, reptiles, and insects which will suffer from demise if the High Speed Rail is allowed to go through here.

7) The Little Tujunga Wash and the Big Tujunga Wash are used extensively by equestrians, hikers and mountain bikers. The washes are the access to the National forest. The Wash is vital to the entire area. If you bring the HSR down the canyons or washes, you will be dividing that canyon in half and not allowing access from one half to the other. This will terminate all equestrian and anyone's access to the canyon and recreational areas and National Forest.

8) Tunnelling through the National Forest will have a huge impact on the environment, animals and people trying to use the area. There will still be noise, pollution, huge amount of air flow coming from the needed ventilation tubes (as I understand it the High Speed Trains push a huge amount of air and ventilation tubes are needed frequently for any tunnels, along with escape routes for passengers if the train becomes incapacitated), maintenance roads fences and equipment to maintain the ventilation and escape tubes and all of this will block access and destroy the natural open space land that the National Forest is meant to be.

9) Apparently one of the reasons for looking at the new proposed route is that it will cost less because it will be fewer miles of track. But, it will necessitate more tunnelling, which will cost more. There will also be higher construction costs to ensure the rails are flood proof, as well as precautions for times of forest fires. Additional construction will need to be done in the areas to make sure the HSR does not cause new flooding issues.

10) Little Tujunga Canyon Road is a vital alternative to the 14 and 5 Freeways. If you put a HSR through Little Tujunga Canyon, you will lose that road, or have to build a new one, which will mean higher construction costs. This road is frequently used when the freeways are blocked due to earthquakes, fires, floods or other issues.

11) Little Tujunga Canyon houses important Fire Personnel from the U.S. Forest Service, both lower down in the Canyon at their Ranger Station and at Dillon Divide. These fire fighter's access to the National Forest would be cut off if a High Speed Rail came through the Canyon. They would not be able to get to a fire in the National Forest that was close to them but on the other side of the HSR, with the Canyon being cut in half and access blocked by the HSR line. This is a huge detriment.

12) Both Little Tujunga Canyon and Big Tujunga Canyon are used extensively by people as scenic routes. They tour the area in their cars, motorcycles, bicycles, etc. This brings many people into the area which is good for business and good for economics. No one is

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Submission I544 (Gary Pond, September 15, 2014) - Continued

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going to want to come and have the view and National Forest marred by the sight of fencing and High Speed Rail lines.

13) Home values in the Lake View Terrace, Shadow Hills and some Sunland areas are higher due to the fact that they are considered horse property and there are very few places left in the City of Los Angeles that you can keep horses in your backyard. If a High Speed Rail is allowed to go through Little Tujunga, Big Tujunga or Hansen Dam, property values would plummet as no one would want to keep the horses in this area due to the trail and other equestrian access being eliminated. The City has put in specific public arenas such as at the Lake View Terrace Recreational Park and at Gabriellano Park. Why destroy the horse environment and horse industry now here? There is no where close to the City of Los Angeles that the thousands of horses could move. The horses and the people employed because of the horses would all be forced to leave.

14) The High Speed Rail will cause a complete destruction of the Equestrian Industry and the community's surrounding the proposed areas. This is a unique area which should be preserved. There will be a much smaller overall impact on the areas near the 14 and 5 Freeways if the HSR routes are built there, as they were originally supposed to be. There are more homes and businesses in Little Tujunga, Hansen Dam and Big Tujunga than the people proposing the route change realize.

Sincerely,  
Gary Pond  
818-890-1460

Submission I545 (Rich Poston, August 7, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <u>Rich Poston</u>		DATE: <u>7 AUG 14</u>	
MEETING LOCATION: <u>PALMDALE</u>		AFFILIATION: <u>N/A</u>	
ADDRESS: <u>40318 CASTANA LN</u>		EMAIL: <u>RICHPOSTON13@GMAIL.COM</u>	PHONE: <u>813 259-4929</u>
CITY: <u>PALMDALE</u>	STATE: <u>CA</u>	ZIP: <u>93551</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p><u>PLEASE APPROVE THE ROUTE FROM PALMDALE TO BURBANK THROUGH THE SAN GABRIEL MTS.</u></p> <p><u>IT'S FASTER LESS IMPACT.</u></p> <p><u>THANKS</u></p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>NONE</u>			
ADDITIONAL COMMENTS: <u>GOOD WORK! TO ALL OF YOU.</u>			
			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

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## Submission I546 (Marquise Prentice, September 3, 2014)

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<b>Palmdale - Burbank - RECORD #691 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	
<b>Submission Date :</b>	9/3/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Marquise
<b>Last Name :</b>	Prentice
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	11835 West Olympic Blvd
<b>Apt./Suite No. :</b>	
<b>City :</b>	Los Angeles
<b>State :</b>	CA
<b>Zip Code :</b>	90064
<b>Telephone :</b>	
<b>Email :</b>	mprentice@nelsonhardiman.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	I have a few worries and concerns regarding the installation of this bullet train! Here is a list of concerns:

-route would substantially interfere with water resources, free flowing rivers and natural springs

-project would have a significant adverse effect on one of few remaining travel corridors and habitats for wildlife

-route would cross several active earthquake fault systems

-area is a resource to 3.5 million visitors a year who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding

-Native American Cultural sites, burials and relics are intermittent along this path

-area is a flood plane with history of severe flooding

-habitat for many rare and endangered species including mountain lions, Nelson's bighorn sheep, mountain yellow-legged frogs, Bell's Vireo bird and Santa Ana Suckers

-unstable geology with known areas subject to liquefaction and expansive soil

-alternative route does nothing to improve service for the 3 Metro link Stations in the Santa Clarita Valley, used by thousands of daily commuters

-inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities

-route would substantially degrade the existing visual character or quality of the area and its surroundings

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Submission I546 (Marquise Prentice, September 3, 2014) - Continued

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-route would pass through several residential communities and conflict with current Land Use plans adopted for the purpose of preserving current environment and use

-expected 60 round-trip trains per day (4-5 trains per hour) will create excessive noise levels and vibration issues in a largely residential and recreational area

-prior Metro link study found a route through the mountains to be 10 times more costly

I am hoping this inquiry was clear and we can come up with a better resolution for travel :)

Marquise Prentice | Director Marketing/IT  
t 310.203.2724 | f 310.203.2727  
mprentice@nelsonhardiman.com<mailto:mprentice@nelsonhardiman.com>  
[NH-logo-on-white-for-email-sig] LLP  
Please note our new phone & fax #'s  
T - 310.203.2800  
F - 310.203.2727  
Visit our new website: HERE<<http://www.nelsonhardiman.com/>>  
11835 West Olympic Blvd, Suite 900 | Los Angeles, CA 90064  
[www.nelsonhardiman.com](http://www.nelsonhardiman.com)<<http://www.nelsonhardiman.com>>  
[linkedin-24x24] <<http://www.linkedin.com/in/marquiseprentice>> [Bookmark  
Icons Facebook] <<http://www.facebook.com/nelsonhardiman>> [twitter-24x24]  
<<https://twitter.com/nelsonhardiman>> [blogger-logo]  
<<http://www.nelsonhardiman.com/blog/>> [Google+ alt]  
<<https://plus.google.com/+Nelsonhardiman11835/posts>>

This message contains information that may be confidential and privileged. Unless you are the addressee (or authorized to receive e-mails for the addressee), you may not use, copy, or disclose to anyone this message or any information contained in this message. If you have received this message in error, please advise the sender by reply e-mail to mprentice@nelsonhardiman.com and delete the message. Thank you.

IRS Circular 230 Disclosure: To ensure compliance with requirements imposed by the IRS in Circular 230, we inform you that any tax advice contained in this communication (including any attachment that does not explicitly state otherwise) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

EIR/EIS Comment :

Yes

Submission I547 (Samuel Price, August 29, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <b>SAMUEL PRICE</b>	DATE: <b>8-29-14</b>		
MEETING LOCATION: <b>ACTON</b>	AFFILIATION: <b>HOME OWNER</b>		
ADDRESS: <b>1930 SHADOW CYN RD</b>	EMAIL: <b>NONE</b>	PHONE: <b>661-269-0200</b>	
CITY: <b>ACTON</b>	STATE: <b>CA.</b>	ZIP: <b>93510</b>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I am concerned about the destruction of the aquifer, and what it will do to our wells. The possibility of poisonous minerals entering our water sources will affect our whole town.</p> <p>I am also concerned with the earthquake faults and how it will affect them!</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>Have you done a baseline study of property values? If not, why? The HST will have a negative impact on house values of the entire town.</p>			
ADDITIONAL COMMENTS:			
<p>Use the money to denigrit the state! <u>Water</u> would be a good project!</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Send by Certified Mail to:

Submission I547 (Samuel Price, August 29, 2014)



## Submission I548 (Manya Prybyla, August 27, 2014)

### Palmdale - Burbank - RECORD #614 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Manya  
**Last Name :** Prybyla  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** NA  
**Telephone :** 661-904-3046  
**Email :** ManyaSCV@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

> From: manyascv@aol.com  
> Subject: Palmdale to Burbank Section EIR/EIS  
> Date: August 26, 2014 at 1:57:50 PM PDT  
> To: palmdale\_burbank@hsr.ca.gov  
>  
> Mark A. McLoughlin  
> ?Director of Environmental Services at California High Speed Rail Authority  
>  
> Dear Mr. McLoughlin,  
> PLEASE:  
>  
> Support The preferred alignment direct from Burbank to Palmdale,  
> bypassing the Santa Clarita Valley all together (as proposed by Supervisor  
> Antonovich).  
>  
> We definitely oppose the above ground alignment:  
> 1. Too close to two schools putting over 1000 elementary school children in  
> danger. The sound will negatively impact learning in the classroom  
> 2. Eliminates a community church  
> 3. Eliminates houses and negatively impacts neighborhoods  
> 3. Sound Impacts would be negative for all residents throughout the East  
> end of Santa Clarita  
> 4. Visual impacts would be negative for all residents throughout the East  
> end of Santa Clarita  
> 5. Eliminates a job center approved for our community  
>  
>  
> As a REALTOR this has a HUGE impact on our community and my buyers  
> and sellers. We can not let this happen!!  
>  
> Thanking you in advance for your support of this preferred alignment.  
>  
> Manya Prybyla, REALTOR®, SRES

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Submission I548 (Manya Prybyla, August 27, 2014) - Continued

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> CalBRE #01920105  
> 661-904-3046  
> ManyaSCV@aol.com  
>  
> Kellar-Davis, Inc.  
> A Professional Real Estate Corporation  
> 26364 Sierra Highway  
> Suite C  
> Newhall, CA 91321  
>  
>

EIR/EIS Comment : Yes

## Submission I549 (Cameron M. Pujdak, August 25, 2014)

### Palmdale - Burbank - RECORD #326 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** Yes  
**Submission Date :** 8/25/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Cameron  
**Last Name :** M. Pujdak  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10562 Woldrich St.  
**Apt./Suite No. :**  
**City :** Lake View Terrace  
**State :** CA  
**Zip Code :** 91342  
**Telephone :**  
**Email :** cpujdak@uemail.ucsb.edu  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Name: Cameron Pujdak      Date: 08/18/14  
Meeting Location: Tujunga  
Address: 10562 Woldrich St.  
Email: cpujdak@uemail.ucsb.edu      Phone: (818)641-8750  
City: Lake View Terrace      State: CA      Zip: 91342

#### Environmental Issues:

Building the High Speed Rail through Angeles Crest National Forrest would be extremely harmful to the ecosystems within the area of construction, to the residents near the national forest and to the train itself. Angeles National Forest provides a home to many endangered species (Santa Ana sucker, California Condor, bald eagle, arroyo toad) and endemic species (California red-legged frog, California spotted owl) . These organisms are very sensitive to changes in the environment. Large environmental shifts, such as the construction of a railway (and a service road that will likely accompany it), can lead to devastatingly low and lethal species levels due to detrimental alterations in the environment. If species were to be harmed, that would not be to the approval of a majority of the train's patrons, leading to underuse.

Angeles National Park also provides to be a drainage basin for multiple streams and rivers. When a basin is altered, the organisms residing in the water systems are also effected (A documented account of this can be found after the Station Fire in the same mountain range). The act of construction and its resultant products have been found to alter water systems, usually causing eutrophication due to higher abundances of pollutants and harmful amounts of nutrients. Eutrophication can lead to harmful algal blooms which release toxic products and unwanted heterotrophic activity which create acidic conditions. This can not only lead to detrimental biological habitats for

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## Submission I549 (Cameron M. Pujdak, August 25, 2014) - Continued

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organisms in the system, but to unhealthy living conditions for residents downstream of the water sources. Lowering the quality of health due to train construction would not only be disagreed upon, but would likely incite strikes and riots.

Lastly, the Angeles National Park is mostly composed of chaparral type brush which is adapted and dependent on fire to survive. This indicates that large brush fires are expected to occur within this area. Building a high speed train through here would be quite vacuous because a large fire will likely occur within the next 30 years, harming and possibly destroying the train system. If small brush fires would be reduced in this area, two things will occur: 1) natural species composition would not be maintained and 2) huge brush fires will occur (use the Station Fire as a reference of size). No one will want to use the railway once this occurs because nature would be largely altered. but more importantly there will be no railway left!

### Non-environmental Issues:

? The projected alternate route from Palmdale to Burbank would run through some of the last open space in Los Angeles County. This space is used for recreation, business, housing and flood control. Putting a railway through this area would compromise equestrian facilities, multiple parks, property values and an award winning golf course! Damaging the appeal of the Tujunga Wash would cause many people to become unemployed and promote a local economic depression.

?Another major point to discuss in the presence of the 210 freeway. The construction of the railway through Angeles National Park would collide with freeway, creating unwanted traffic and collisions. Traffic creates noise and complaints from residents in the area, inciting lots of tedious requests and petitions. All this can be avoided if the original route for the railway is implemented.

Economically speaking, running the train along its original course rather than burrow through a national forest would be the more logical course of action.

?

### Other Issues:

As discussed above the projected route runs directly though Angeles Crest golf course, a flood drainage system, multiple equestrian establishments and most importantly, hundreds of homes. Not houses, homes. People have grown up, lived and died in these homes. Although this can be said of almost anyone residence, there are little distinctions that can be made for homes around the Tujunga Wash. These homes have been auditoriums for children's performances, theaters to home movies, opera halls for howling canines, stables for equines, Kitchens for chili cook-offs, venues for ho-downs, open ranges for dogs and horses to roam, but most of all they have provided millions of wonderful memories to thousands of people.

Housing near the Tujunga Wash provides to be a country style living where everyone is familiar with one another. Those who visit are captivated by the beauty of the location and are astounded that locations like this exist in Los Angeles county. Altering any form of this unique, incredible frontier would not only be heartbreaking, but heartless. As a resident of this area and a caring California citizen I ask that you do not build the High Speed Railway through the proposed alternate route through Angeles National Park.

Respectfully,  
Cameron Pujdak

EIR/EIS Comment :

Yes

Need PI response :

Yes- Standard Response


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Submission I549 (Cameron M. Pujdak, August 25, 2014) - Continued

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**General Viewpoint on Project :** In Opposition to Alternative Corridor

## Submission I550 (Michael Pujdak, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME:	Michael Pujdak	DATE:	8/18/2014
MEETING LOCATION:	Lake View Terrace Rec. Ctr.	AFFILIATION:	Citizen, local land owner, local resident
ADDRESS:	10562 Woldrich St.	EMAIL:	scenicmike@sbcglobal.net
CITY:	Lake View Terrace	STATE:	91342
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? <input type="checkbox"/> (Check all that apply)		STATEWIDE	<input type="checkbox"/>
		PALMDALE TO BURBANK	<input checked="" type="checkbox"/>
NOTE: This card will not be returned for items subject to privacy legislation.		BURBANK TO LOS ANGELES	<input type="checkbox"/>

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

I am writing with great concern that your committee is considering using the Alternate Corridor described in your flyer, which passes through the relatively untarnished area of the Angeles National Forest. Though I am not a biologist, it seems obvious even to me that such an endeavor would surely only lead to the further destruction of the remaining fragile ecosystem that exists in that corridor. According to the US Dept of Agriculture, "Big Tujunga Creek provides habitat for the Santa Ana sucker, least Bell's vireo and southwestern willow flycatcher. Critical habitat for the California red-legged frog encompasses a majority of Big Tujunga Canyon. Big Tujunga Canyon is an important corridor for wildlife movement between the Front Country, adjacent Places and areas downstream and off-forest." -Even now, the people of L.A. are trying to resurrect our L.A. River as the nature habitat it once was, why would we want to turn around and destroy one of its main headwaters?

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?


It is hard to imagine that constructing a railway through steep, rugged, mountainous terrain could possibly be more cost effective than following the pre-existing path set forth by the 14 FWY. As a taxpayer, it is obviously my concern that the most cost-effective plan is considered first. Also according to the US Dept of Agriculture, "There is a potential for flooding, especially following fires."

ADDITIONAL COMMENTS:

Please consider the nature of the communities the alternate corridor encompasses. The Tujunga is filled with "horse" people, living the ranch life. Many citizens have long enjoyed horseback riding through these particular mountains. Both the construction and the running of the trains would be disturbing the peace and tranquility the citizens have a right to expect. Lake View Terrace, Tujunga, Shadow Hills.... these are a few of the remaining vestiges of the "Western Cowboy Lifestyle" in Los Angeles County. These people will fight tooth and nail to prevent any changes that negatively effects their lifestyle. I am one of them. We stick together. Please don't choose a route through here.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hst.ca.gov](mailto:palmdale_burbank@hst.ca.gov).  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Submission I551 (Barbara Pujdak, August 30, 2014)

 **CALIFORNIA High-Speed Rail Authority** **Palmdale to Burbank Section**  
**Scoping Comment Card**

NAME: **BARBARA PUJDAK aka BASIA PUJDAK** DATE: **8/19/14**  
MEETING LOCATION: \_\_\_\_\_ AFFILIATION: **ID MEDIANER**  
ADDRESS: **10562 WOLDRICH ST.** EMAIL: **BPUJDAK58@gmail.com** PHONE: **323 688 4615**  
CITY: **LAKE VIEW TERRACE CA** STATE: **CA** ZIP: **91342**  
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? ☒ YES ☐ NO ☐ STATEWIDE ☐ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES  
\*NOTE: This document represents all listed project's in a single legal review.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

**MANY ENVIRONMENTAL ISSUES CONCERN ME RANGING FROM THE DESTRUCTION OF A NATURAL CONSERVATORY CORRIDOR, MAINTAINING DEER, BOBCAT, MOUNTAIN LION, COYOTE, RABBITS, SQUIRRELS, MOLES AND A MULTITUDE OF RODENTS AND FOWLS. PLANT LIFE AS WELL AS IF MOST CONCERN ESPECIALLY AFTER OUR RECENT AND FREQUENT WILDFIRES. MOST CRITICALLY, IT IS OUR RESPONSIBILITY TO PROTECT OUR NATIONAL PARKS, FORESTS, PLANTIES AND ALL WILDLIFE.**

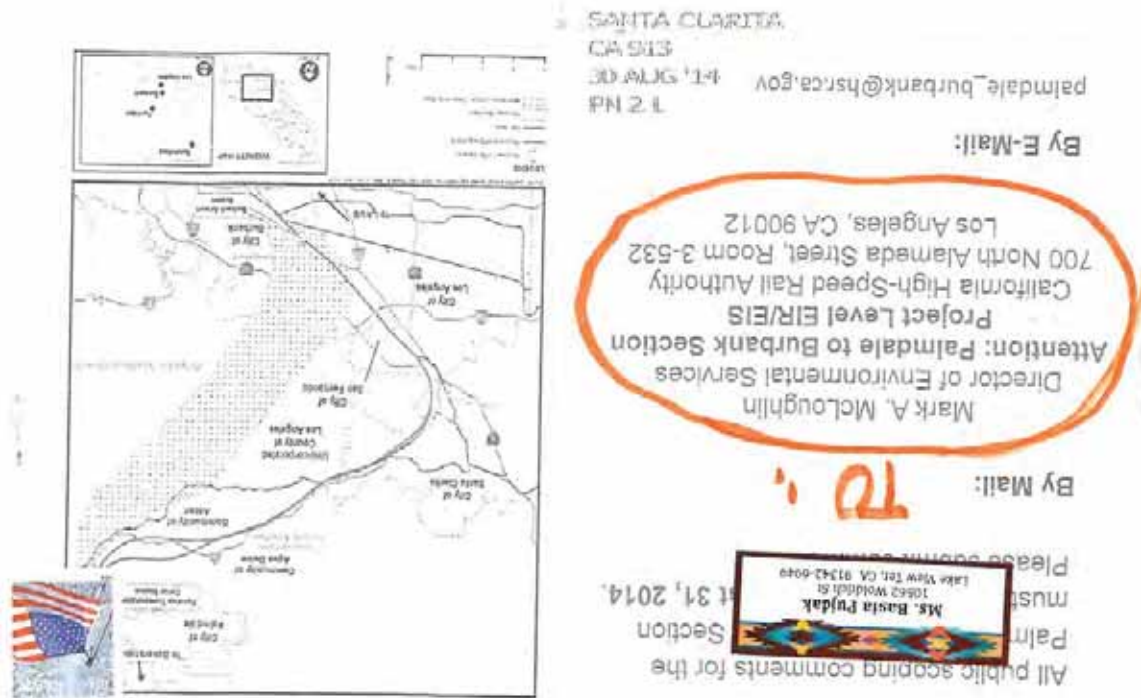
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

**THE INTEGRITY OF THE ACTUAL GEOLOGICAL CONSTRUCT MUST BE ASCERTAINED AFTER FIRES AND FLOODS IN THIS AREA, THE FOUNDATION FOR ANY MAJOR DEVELOPMENT IS AUTOMATICALLY IN JEOPARDY. LANDSLIDES, FUTURE FLOODING & FIRES ALONG WITH EARTHQUAKES AND INACCESSIBILITY TO IMMEDIATE FIRST RESPONDERS, TO ASSIST IN A TIMELY MANNER IS UNLIKELY SHOULD A CRISIS OR DISASTER OCCUR.**

**TO ACCOMMODATE THESE WORKERS THROUGHOUT THE CONSTRUCTION PROCESS, MORE FACILITIES WILL ALSO NEED TO BE CONSTRUCTED TO FULFILL THEIR NEED FOR FOOD, HOUSING, TOOL ACCESSABILITY ETC - THIS CREATES A DOMINO EFFECT ULTIMATELY ILLUMINATING THE SANCTITY OF THE ANGELES GREST NAT'L FOREST AND US, THE TRUE ENVIRONMENTALISTS OF CA AND US.**

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hst.ca.gov](mailto:palmdale_burbank@hst.ca.gov).  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Submission I551 (Barbara Pujdak, August 30, 2014)



 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA  
CA 913  
30 AUG '14  
1 PM 2 L



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

9001283353 C057



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## Submission I552 (Laura Quick, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #548 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Laura
<b>Last Name :</b>	Quick
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	qdesign@pacbell.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	Shame on you all for caving to the wealthier residents, and changing the plan to run the high speed rail — which no one wants — along the already established corridor alongside the 5/14 freeways, and instead planning to tunnel through the mountains disrupting several communities that lie within the corridor. Because an area is not DEVELOPED does not mean that it lacks value and should become the dumping ground for the County. Voting residents have to live with with your mess when you move onto other jobs and walk away from the responsibility of your decisions. This additional expense to tax payers added to the greater risk to train riders is absolutely ridiculous — given the current state of both state and national debt, and considering that the heart of the '71 Sylmar quake lies within the tunneling corridor.
	Please stop the nonsense and reconsider the original plan.
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

Submission I553 (Edilberto Quintana, August 30, 2014)

		<b>CALIFORNIA High-Speed Rail. Authori</b>	
NOMBRE: <i>Edilberto Quintana</i>			
LUGAR DE LA REUNIÓN: <i>Sylmar H.S.</i>		AFILIACIÓN:	
DIRECCIÓN: <i>13031 Garber St.</i>		CORREO ELECTRÓNICO:	
CIUDAD: <i>Palmdale</i>		ESTADO: <i>CALIF</i>	
¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍO? (Marque todas las opciones que correspondan) <input type="radio"/> TODA			
*NOTA: Esto no sustituye la solicitud formal para recibir avisos legales.			
<p>POR FAVOR ENUMERE LOS TEMAS AMBIENTALES QUE LE PREOCUPAN Y QUE LE GUSTARÍA VER (DECLARACIÓN DE IMPACTO AMBIENTAL/INFORME DE IMPACTO AMBIENTAL) DEL NIVEL DEL PROYECTO POR FAVOR SEA LO MÁS ESPECÍFICO POSIBLE.</p> <p><i>ME gustaría mas información sobre estetico y calidad visual que las par. Para reducir ruido y vibraciones tendran en comunidad. Especificamente con respecto a las escuelas. Monumentos historicos localizadas en las identificadas para ser destruidas.</i></p>			
<p>¿QUE OTRAS CUESTIONES LE GUSTARÍA VER DIRIGIDAS EN EL EIR/EIS DEL NIVEL DEL PROYECTO?</p> <p><i>Tambien quiero saber como sera impactada la nueva acera para bicicletas y peatones que fue recientemente instalada. Mi comunidad esta gravemente impactada por la obesidad y necesitan esta acera para ayudar a combatir la obesidad en nuestra comunidad</i></p>			
<p>COMENTARIOS ADICIONALES:</p> <p><i>Quiero mas información sobre el impacto socioeconómico que este proyecto tendra en mi comunidad. Especificamente con respecto al impacto estetico y calidad visual que las parades para reducir ruido y vibraciones tendran</i></p>			
<p>Gracias por su participación. Por favor, presente sus comentarios de alcance en la mesa de trabajo. También puede enviar sus comentarios de alcance a: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. Todos los comentarios de alcance para la sección del proyecto de</p>		<p>Este es un proceso importante. Por favor, envíe este formulario por correo electrónico a: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. Los comentarios deben presentarse antes del 31 de agosto de 2014.</p>	

	<p>Los comentarios de alcance del público serán aceptados hasta el <b>31 de agosto</b> <b>de 2014</b>. Envío de comentarios:</p> <p><b>Por Correo:</b></p> <p>Mark A. McLoughlin Director de Servicios Ambientales <b>Atención: Sección del Proyecto de Palmdale a Burbank</b> California High-Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012</p> <p><b>Por Correo Electrónico:</b> palmdale_burbank@hsr.ca.gov</p>
 <p>Vanessa Leandro 23064 Tupelo Ridge Dr. Valencia, CA 91354-1321</p> <p><b>High-Speed Rail Authority</b> 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012</p>	 <p><b>Mark A. McLoughlin</b> Director of Environmental Services <b>Attention: Palmdale to Burbank Section Project Level EIR/EIS</b> California High-Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012</p>

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## Submission I554 (Andrea Quitt, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #583 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Andrea
<b>Last Name :</b>	Quitt
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	aquitt@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Please say NO to a tunnel through the mountains.  Too EXPENSIVE Too WASTEFUL of existing rail lines  It's just crazy. Please don't do it.  -- Andrea aquitt@gmail.com
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Marilyn R. Khorsandi</i>		DATE: <i>August 28, 2014</i>	
MEETING LOCATION: <i>Acton, CA</i>		AFFILIATION: <i>Acton Community</i>	
ADDRESS: <i>32530 Crown Valley Rd</i>		EMAIL: <i>marilyn@khorsandipateatlaw.com</i>	PHONE: <i>(626) 796-2856</i>
CITY: <i>Acton</i>	STATE: <i>CA</i>	ZIP: <i>93510</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Please See Attached Continuation Sheet A (pages 1-4)</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<i>Please See Attached Continuation Sheet B (pages 5-6)</i>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			
<i>Thanks You Very Much For Your Consideration of My Comments</i>			

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

**CONTINUATION SHEET A**

Thank you very much for the opportunity to provide scoping comments regarding the proposed routes of the High Speed Rail between Palmdale and Burbank. As taxpayers, we rely on our elected officials, and those that they appoint, to safeguard our health and welfare, and we very much appreciate the opportunity to have input into their consideration of factors that could affect our health and welfare.

**SOCIAL/CULTURAL/ECONOMIC IMPACT**

Acton is a close-knit community that embraces strong family and public values; its neighbors lend each other helping hands and are each in their own way, an integral part of our community; hurting any of us would hurt us all.

As far as I can understand, none of the routes proposed to-date run through our property. However, some of the routes would nevertheless have a direct impact on us as explained further below; and each in its own way would have a major impact on our community, and therefore on our lives. Accordingly, and for the reasons given further below, we oppose the proposed routes that have an impact on Acton.

Some of the proposed routes would displace people in our community. These people are an integral part of the community and their displacement would harm our community. The threat of their possible displacement hangs like a dark shadow over our entire community, affecting the spirit of those who live here, as well as the property values in this community.

Some of the proposed routes would substantially, negatively impact the property values of some of the properties in this community. Notably, property values are not just important when it comes time to sell a home, but are important for refinancing, reverse mortgages for seniors, and other financial matters. Negatively impacting property values in our community could trigger large scale relocation of a number of community members, and could therefore potentially hurt the general economy of our community on a very large scale.

The community of Acton is scenic and rural, with an authentic Western flair. Acton embraces, and its residents epitomize, the uncommon, independent spirit that conquered the Wild West. Some of the residents represent multiple generations of families that pioneered this area; some literally carved their homes and lives out of the mountainous region surrounding Acton. To what extent will the proposed routes honor the historic treasures of this area, including the above-ground/at-ground historic properties such as Blum Ranch, Red Rover Mine and Governor's Mine, as well as historical Native American artifacts and paleontological formations and fossils?

It is part of Acton's incredible charm that many of its residents ride their horses along trails that run throughout the community. It is not uncommon to see an Actonian ride their horse to a nearby store or

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*MRK 08/28/14*

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

community meeting. Any proposed routes that would hamper or otherwise interfere (whether physically, visually, or by creating high-decibel noises) with the horse trails in and around the community would severely impact the peaceful enjoyment by Acton residents of the rural, Western nature of this most uncommon community.

The schools of this community turn out legions of some of the finest young people anywhere in this country. Some go on to study at the top universities; some go on to become top professionals or otherwise fine citizens; and many serve in our Armed Forces. Some of the proposed routes for the High Speed Rail would displace or otherwise impact some of the community's schools and their students – doing so would result in an immense disservice to the students, their families, and the entire community. What weight will be given to such considerations in the studies that are to be conducted regarding the proposed routes?

**AIR QUALITY**

The air is so clear and clean out here, that sometimes the sky is so blue it looks fake.

Although the long term goal of the high speed rail may be to minimize pollutants, the construction phases promise, regardless of the route, to severely impact our environment, including possibly pouring diesel fumes and carbon monoxide emissions into the air, and spewing dust particles, including asbestos and valley fever fungal spores, into our air. What efforts will be taken to protect the community and its pristine air quality from such pollution?

**Asbestos:**

It is my understanding that asbestos-producing Serpentine rock is an integral part of Acton's geology. Is science advanced enough to be able predict whether or not a particular route will disturb such asbestos-producing Serpentine rock? And if such rock is encountered in the route eventually chosen, what means are available to contain the asbestos particles to prevent them from becoming airborne and injuring the community (and potentially, those in surrounding communities)?

**Valley Fever:**

It is my understanding that the dreaded [Antelope] Valley Fever is caused by fungal spores that become airborne by ground-disturbing activity. Although in some cases it may cause only mild to severe flu-like symptoms, in more severe cases, it can cause serious infections, can spread to the brain, bones, skin and even the eyes, and can in some cases, be fatal (reportedly including five fatalities in 2012 alone).

While normal construction in the community may have released some Valley Fever fungal spores, and may have resulted in cases of Valley Fever, the massive ground-disturbing construction to build a route for the High-Speed Rail through the Antelope Valley would potentially unleash an as-yet-heretofore

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MRK 08/28/14

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

tremendous volume of these fungal spores into the air, endangering not only Acton, but potentially communities across the deserts, and depending on the direction of the winds, even into the Los Angeles basin and beyond.

What, if anything, can be done to prevent or minimize Valley Fever fungal spores from becoming airborne due to the High-Speed Rail Construction? What, if anything, can be done to protect residents (in Acton and surrounding communities) from what could be a severe outbreak of Valley Fever due to the massive ground-disturbing construction to build a route for the High-Speed Rail through the Antelope Valley?

**DISRUPTION TO WILDLIFE**

Acton is a wildlife corridor for all sorts of animals, including coyotes, bobcat, deer and mountain lions, plus many types of smaller animals. Birds of all kinds, including hawks and owls, command our sky; and roadrunners can be seen swiftly passing through our lands.

The construction phases will disturb the paths and range of these animals. Long-term, above-ground routes would interfere, and possibly destroy, the range of the larger animals. Sudden high-decibel noises could impact the health of these animals and at the very least would serve to alarm them and to disturb their habitat.

To what level will wildlife experts participate in the Environmental Impact study to determine the impact on wildlife of the proposed routes?

**HYDROLOGY IMPACT**

With what particularity will the Hydrological engineers be able to predict the impact of the various routes on the aquifer on which so much of the Acton community relies for water?

With what particularity will the Hydrological engineers be able to predict the impact of the various proposed routes on the flow of water into the Santa Clara river? Into the Acton aquifer?

Much of Acton is agricultural in nature, relying on "free" well water to irrigate crops and supply water to animals. We currently have a small vineyard. We plan to seek a permit to drill a well and expand our vineyard. We will be among those that will depend on a "free" agricultural water well to irrigate our crops and supply water to our animals.

Disruption of an agricultural property's "free" well water supply would cripple that property owner's livelihood; even if eventually "replaced" with a County water supply, such a "replacement" could only be acceptable if it would be both "free" and supplied water in at least the same abundance as the disrupted well's production.

*MRK 08/28/14*

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

Further, it is my understanding that, in general, agricultural water supply wells are drilled into the same aquifer that the County uses to supply Acton residents with water. In the event that construction of the High Speed Rail were to disrupt the Acton aquifer water supply, where would the County get water with which to replace the disrupted agricultural water supply?

**NOISE AND VIBRATION**

I have an office space in my home and conduct a portion of my business from home. Although my home is some distance from the proposed routes, I am very concerned that blasting and construction will cause sufficient noise and vibration to disrupt my work.

I am further concerned that blasting and construction, as well as High Speed Rail Trains, will cause sufficient noise and vibration to alarm my animals.

It is my understanding that some sort of "average" decibel level has been indicated in Environmental studies regarding the High Speed Rail. "Averages" do not represent the human or animal experience of sudden high-decibel noises. In order to accurately evaluate the environmental impact of the High Speed Rail, realistic actual decibel levels and their reach must be considered. To what extent can we expect the Environmental study to incorporate a realistic human and animal experience in its evaluation of noise and vibration impacts?

**SEISMIC CONSIDERATIONS**

It is my understanding that Acton is home to a number of active earthquake faults and is within five miles of the San Andreas Fault. I am concerned about the impact on the High Speed Rail that could result from seismological activity in the area. In addition to my concern for the impact on the High Speed Rail that could result from seismological activity in the area, I am also concerned whether or not it is possible to accurately evaluate whether or not blasting, construction, and high-speed rail vibrations could themselves potentially have seismic impact.

*Marilyn R. Khorsandi*  
Aug. 28, 2014

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*MRK 08/28/14*

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

**CONTINUATION SHEET B**

I am concerned that sufficient consideration has not been given to other approaches for serving the stated mission of the High Speed Rail, especially in view of new information that has come to light regarding the costs and other impacts of the proposed Bakersfield-to-Palmdale-to-Burbank routes. In the interest of cost-, and benefit-effectiveness, I provide the following comments and ask whether or not such an updated consideration to alternatives will be made.

**COST-BENEFIT ANALYSIS OF ALTERNATIVE ROUTES AND RELATED CONSIDERATIONS**

The stated goal of the High-Speed Rail Program is to "provide fast, safe and reliable connections between the counties and cities from the Bay Area to Los Angeles/Anaheim; Phase 2 will further add connections to Sacramento and San Diego." (*July 2014 California High-Speed Rail Authority Handout*). According to its stated mission, the program is supposed to connect the major regions of the state – Southern California, the Central Valley, and the Bay Area.

At some point, a "decision" was made to divert an otherwise relatively straight route from Northern California to Southern California in an approximate alignment with Interstate 5 in order to include the communities of Lancaster/Palmdale into the High-Speed Route. The diversion adds what appears to be approximately 25-35 miles (plus or minus, depending on the route ultimately chosen) in order to include those communities into the entire North-South High-Speed Rail Route. Notably, depending on the route ultimately chosen, the diverted route may completely miss contact with the major, and growing, population area of the Santa Clarita/Valencia communities, a large percentage of which travels back and forth to the Los Angeles area on a daily basis. Altogether bypassing the Santa Clarita/Valencia area would be especially remarkable in view of recent announcements for Disney's new studio development in the Placerita Canyon area.

Although the diverted route would arguably benefit the communities of Lancaster and Palmdale, it is unclear how the added time and distance would serve the stated goal to tie Northern California, the Central Valley and Southern California.

Notably, as new factors come to light, it appears that the Lancaster/Palmdale-to-Burbank portion of the route will involve substantially higher costs than may have been initially thought.

Statistics announced by a High-Speed Rail representative at a recent meeting indicate that a large number of vehicles travel back and forth from Lancaster/Palmdale to Los Angeles. However, I have not heard any statistics that indicate a large number of people travel from Northern California or Central Valley to either Lancaster or Palmdale. It therefore seems that although the Lancaster/Palmdale route

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*ARK 08/28/14*

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Submission I555 (Marilyn R Khorsandi, August 28, 2014) - Continued

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**CALIFORNIA HIGH-SPEED RAIL  
PALMDALE-TO-BURBANK SECTION  
SCOPING COMMENTS**

**BY MARILYN R. KHORSANDI  
32530 CROWN VALLEY ROAD, ACTON, CA 93510**

diversion may arguably serve the Lancaster/Palmdale communities, including those communities in the full High Speed Rail route may not necessarily serve the larger goals for tying Northern California, the Central Valley and Southern California.

Although some review of a straight-line route alignment along I5 may have been done early in the High Speed Rail Route evaluation process, in order to diligently serve the stated mission of the High-Speed Rail program, it seems that it may now be appropriate to revisit that analysis with a new cost-benefit analysis – such a new analysis would be able to incorporate new information now available regarding the potentially tremendous costs (and once evaluated, the environmental impact) of the proposed routes through or around the mountainous regions surrounding Acton.

In order to tie Lancaster and Palmdale into the High-Speed Rail, rather than divert all of the other High-Speed Rail riders 25-35 miles out-of-path to accommodate those communities, perhaps it would instead be possible and more cost-effective to build an alternative "extra" Lancaster-to-I5 route, such as, for example, some type of alignment with West Highway 138. It would seem that such an alternative "extra" Lancaster-to-I5 route would avoid having to traverse the mountainous regions that surround Acton, would provide a tie-in to the High Speed Rail for the Lancaster and Palmdale communities, would not divert those riders that want a straight connection between Northern California/Central Valley and Southern California, and could at the same time accommodate service to the Santa Clarita/Valencia communities.

*Marilyn R. Khorsandi*  
*Aug. 28, 2014*

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*MRK 08/28/14*

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## Submission I556 (Berg Rabbit, August 27, 2014)

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Palmdale - Burbank - RECORD #623 DETAIL	
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Status :	Pending
Record Date :	9/3/2014
Response Requested :	No
Submission Date :	8/27/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Berg
Last Name :	Rabbit
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	NA
Telephone :	
Email :	bergrabbit@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	DO NOT go through the Angeles National Forest for the high speed rail. That was in no way indicated that was a possibility in the ballot measure to destroy hundreds of acres of National Forest, animals, habitat, plants and outdoor recreation for residents. When I am in the Mountains, I do not want to hear construction nor the whir of high speed rail coming by. Besides the rail will not be high speed when animals are crossing the tracks, getting killed on the tracks, etc. What an atrocious waste of the natural landscape and a rare gift for all residents of Los Angeles County and California. Put the rail along the 5 freeway not through precious natural resources!
	Berg
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	
Form Letter :	

Submission I557 (Michelle Rainag, McGroarty Arts Center, August 12, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: <i>Michelle Rainag</i>		DATE: <i>Aug 12, 2014</i>	
MEETING LOCATION: <i>Sylmar Library</i>		AFFILIATION: <i>McGroarty Arts Center Theodore Payne Foundation</i>	
ADDRESS: <i>8049 Kyle St.</i>		EMAIL: <i>talkienfan@hotmail.com</i>	PHONE: <i>818 400-3591</i>
CITY: <i>Sunland</i>	STATE: <i>CA</i>	ZIP: <i>91046</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p><i>The proposed 'Art' Route passed through the communities of Lakewood Terrace Sunland Tujunga and the Communities in Soledad Canyon. This will have financial impact on real estate values of these communities, as well as change on National Forest. What will Calif. High-Speed Rail authority be doing to off-set the financial/environmental set backs.</i></p> <ul style="list-style-type: none"> <li><i>- What will happen when fragile flooding zones in Big Tujunga Cyn, which flood annually, are put at risk due to subterranean drilling?</i></li> <li><i>- What will the station in Burbank do for the community in terms of Art? Is there a proposed area for public art displays?</i></li> </ul>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<ul style="list-style-type: none"> <li><i>- What of construction concerns and traffic issues. The 216 Freeway suffers congestion issues and construction of these Railways will cause further traffic issues.</i></li> <li><i>- My son wants Dinosaurs. Please send any bones to him 😊</i></li> <li><i>- This alternative route is too vague!</i></li> <li><i>- A flood channel feeds Hansen Dam.</i></li> </ul>			
ADDITIONAL COMMENTS:			
<p><i>It understand change is needed. I hope that CHSRA will give back to the communities that are inconvenienced by this railway system. Grants to McGroarty Arts Center, Theodore Payne Foundation, Wildlife Waystation and others will be appreciated and seen as showing a true interest and concern about the local communities.</i></p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I558 (Tristine Rainer, September 8, 2014)

### Palmdale - Burbank - RECORD #717 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :** No  
**Submission Date :** 9/8/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tristine  
**Last Name :** Rainer  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** tristine@storyhelp.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** September 8, 2014  
Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Dear Palmdale-Burbank HRS:

I am writing you as a member of the Lake View Terrace Improvement Association and the Foothills Neighborhood council, and as a resident of Lake View Terrace to demand the removal of consideration of our neighborhood and its delicate ecosystem as an alternative route for high speed rail. The proposal is a diversion and waste of money for the Rail Authority. Building a high speed rail route in Lake View Terrace demands lengthy and costly impact studies because of the very real danger to the water table, to Hanson Dam and surrounding areas, and to government structures built in this earthquake fault zone region. There are huge legal impediments to acquiring rights of way in the proposed area, including sacred Native American burial grounds, and precious water storage. If the earthquake fault were activated by drilling it could cause contamination of drinking water to the San Fernando Valley basin.

Further the precious Lake View Terrace Equestrian trails, enjoyed by Angelenos at large, would be cut off and destroyed and with the trails and the horses, a positive option for at-risk youth in the surrounding areas would be eliminated. The delicate high desert environment would be damaged by high speed rail beyond the possibility of mitigation. Do not proceed with a foolish and enormously costly study of the Foothill Trails District for High Speed Rail. California needs High Speed Rail, not this ill-conceived alternative option.

Very truly yours,  
Tristine Rainer

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Submission I558 (Tristine Rainer, September 8, 2014) - Continued

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EIR/EIS Comment :                      Yes

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## Submission I559 (Jean Rains, August 18, 2014)

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Palmdale - Burbank - RECORD #136 DETAIL	
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Status :	Pending
Record Date :	8/18/2014
Response Requested :	No
Submission Date :	8/18/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Jean
Last Name :	Rains
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	00000
Telephone :	
Email :	jeanrains@yahoo.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Prefer the tunnel under the San Gabriel Mtns. Less disruption of communities and fewer fatalities from individuals finding their way to the tracks.
EIR/EIS Comment :	Yes
Need PI response :	No
General Viewpoint on Project :	

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## Submission I560 (Anthony & Carmen Ramirez, August 18, 2014)

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<b>Palmdale - Burbank - RECORD #120 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/18/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/18/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Anthony & Carmen
<b>Last Name :</b>	Ramirez
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	anthonyramirez3d@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Dear Mr. McLoughlin:

I am writing to express my disapproval of the High Speed Rail from Palmdale to Burbank Section. We live in Acton and know that this project will impact our water system. We are also concerned about the impact this Rail System will create for the environment. Have you considered the damage or danger it will create for the animals that reside here in Acton? We have a huge population of horses and cattle in this small town. Other factors to consider are the noise pollution and vibration disturbance this project will have on all of us.

We are all taking the time to send you an email to let you know we are apposed to this project.

Thank you for your time.


Sincerely,

Anthony and Carmen Ramirez

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<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to CAHSR Project

Submission I561 (Scott Ramsey, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>SCOTT RAMSEY</u>		DATE: <u>8.27.14</u>	
MEETING LOCATION: <u>ALTON LIBRARY</u>		AFFILIATION:	
ADDRESS: <u>32435 ANG. FRST. HWY.</u>		EMAIL: <u>plmb 47 2 yahoo.com</u>	PHONE: <u>661.274.4763</u>
CITY: <u>VINCENT/ALTON</u>		STATE: <u>CA.</u>	ZIP: <u>93550</u>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
<p>PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <u>THE ANGELES FOREST HWY. AREA IS A "SIGNIFICANT ECOLOGICAL AREA-ESA OR SEA" WHICH MUST BE PRESERVED. AESTHETICS + VISUAL BLIGHT CAUSED BY ABOVEGROUND OR UNDERGROUND VIADUCTS + TUNNELS + CONCRETE STRUCTURES THAT WILL NEED PROTECTION AGAINST VANDALISM, GRAFFITI, ETC., LOSS OF LAND AND ZONING CONFLICTS, PROPERTY TAX REV. TO COUNTY LOST. NEGATIVE IMPACTS AGAINST FARMS + RANCHES WHICH NEED QUIET TO BREED + BOARDING OF ANIMALS. NATIVE ANIMALS INCLUDING ENDANGERED LIZARDS, OWLS, FOXES, TOADS, WILL BE AFFECTED + CUTOFF FROM MIGRATION. VIBRATION + FENCES WILL ALSO IMPACT HUMANS AND ANIMALS INCLUDING LIGHTING + MAINTENANCE WHICH WILL DISTURB RESIDENCES + ANIMALS. NO KID ACCESS - KEEP OUT OF ALTON!</u></p> <p>WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <u>-MASSIVE WATER USAGE WILL OCCUR (30 GALLON PER GLOBE CONCRETE) PLUS ALL NEEDED IN CONSTRUCTION, DRILLING AND KEEPING THE "STATE ROCK" -SERPENTINE CONTAINING ASBESTOS (CHRYSOTILE TYPE) WHICH MUST BE KEPT WET CONTINUOUSLY AND ALL MATERIAL CONTACTING IT IS CONSIDERED CONTAMINATED. ALL MUST BE TAKEN TO AN ASBESTOS LANDFILL - VERY COSTLY. ALL AIR SAMPLES WILL BE 24 HOUR IN NATURE TO RESAND TO OFF HOURS CIRCULATION OF DUSTS. FAULTS, AQUIFERS + EARTHQUAKES ALL ARE POSSIBLE + PROBABLE IN A TUNNEL 2.2+ MILES LONG TRAM ANG. NAT. FOREST.</u></p> <p>ADDITIONAL COMMENTS: <u>(3) TUNNELS 90' WIDE TOGETHER WILL DISRUPT AQUIFERS AND CAUSE GROUNDWATER CONTAMINATION WHICH IMPACTS WELLS AND THE SANTA CLARA WATERSHED, AND KENTUCKY SPRINGS WATERSHED WHICH FEEDS IT. THE LOSS OF REVENUE TO ME AND MY NEIGHBORS WILL BE LOST FOR FILMING OF MOVIE + TELEVISION AND THE <sup>ALTERING OF</sup> SEA + ESA AREAS WILL BE RUINING BACKGROUNDS AND LOWERING PROPERTY VALUES JUST LIKE THE F.A.A. RED LIGHTS ARE DOING TO THE WEST VIEW</u></p> <p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</p>			

Submission I562 (Theresa Rankin, August 27, 2014)

 **CALIFORNIA High-Speed Rail Authority** **Palmdale to Burbank Section**  
**Scoping Comment Card**

NAME: Theresa Rankin DATE: 8/27/14

MEETING LOCATION: Acton, CA. AFFILIATION: N/A

ADDRESS: 33039 Dorama Ave EMAIL: rankinranch@gmail.com PHONE: 661-618-5911

CITY: Acton STATE: CA ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☒ STATEWIDE ☒ PALMDALE TO BURBANK

☐ BURBANK TO LOS ANGELES

\*NOTE: This does not constitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

See attached sheet

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

See attached sheet

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale.burbank@hst.ca.gov.  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

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Submission I562 (Theresa Rankin, August 27, 2014) - Continued

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Theresa Rankin  
33039 Dorama Ave  
Acton, CA 93510  
661-618-5911

August 27, 2014

Mr. Mark A. McLoughlin  
Dir. of Environ. Services  
700 N. Alameda, Rm 3-532  
Los Angeles, CA 90012

re: CA. High-Speed Rail, Palmdale to Burbank, Acton, CA.

Dear Sir:

I strongly oppose all routes for the CA. High Speed Rail within the town limits of Acton, CA. for the following reasons:

**AIR QUALITY, LOCAL IMPACT**

First and foremost, as a parent, I am concerned what this railway will do to our school district. It will virtually disband the educational system within our town. We will lose 2 out of 3 of our schools. To relocate these institutions would prove too costly. What will the state do to insure our children will have safe, healthy schools within our town limits?

In choosing new school locations, the vibrations and air quality from the railway must be considered. The vibrations overtime, will weaken any school structure, deeming it noninhabitable; the dust will prove to be a health hazard. Can you guarantee that our "new" schools will be free from vibrations and dust from your high speed train?

These two concerns trouble me personally for my own property and ability to continue to live in my home.

My home is within a block of the southern-most route under consideration near the 14 FWY. The air quality alone will drive me from my home of almost 20 years. I suffer from asthma and could never live within such dusty conditions. I would not want my 4 children to have to breathe such unhealthy air. For the sake of our health, I would leave Acton. In leaving, due to the close proximity of my home to the railway route, I would not be able to sell my home for a substantial amount necessary to buy another home in a new town.

In addition to dusty conditions, the vibrations from the railway, overtime, will weaken the structure of home and aesthetically ruin it. It would be an undesired property for sale. I fear I

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Submission I562 (Theresa Rankin, August 27, 2014) - Continued

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couldn't even sell it if I wanted to.

This deeply concerns, being that I'm a single mother, my home is all I have in regards to financial security for my future. If I lose my home and am not appropriately compensated for it, I lose my ability to support myself in my elder years. This issue of losing my home over the railway has been an absolute fear that seems to be becoming a reality. On a personal note, the railway would ruin my financial future. I can guess the 8000 residents of our town have the same concern in this regard.

How will the state insure that we will be appropriately compensated so that we will not fall into financial ruin?

Another local impact within our town limits would be the many businesses here. Many have been here for over 20 years. The construction, the loss of aesthetics, the dust and vibrations and the loss of residents will cause these businesses to close. The movie industry which graces our roadways throughout the year, will no longer be drawn to our ripped apart town. These loss of jobs will result in more people leaving the town of Acton.

Mr. McLoughlin, your plan of driving the high speed train through our town will turn Acton into a ghost town. Our small thriving community which hosts hundreds of families, jobs, nature preserves, schools, libraries, forest service department and a fire department, to name a very few, will be gone, banished because extra consideration wasn't given to a small community asking that their town be spared from the High Speed Train.

I'm asking you, Mr. McLoughlin, to please avoid the town limits of Acton, CA and route the train through an underground route through the Angeles National Forest mountains, the newest region being considered for the railway.

Thank you for your consideration,

Theresa M. Rankin

33039 Dorama Ave.

Acton, CA 93510

661-618-5911; rankinranch@gmail.com



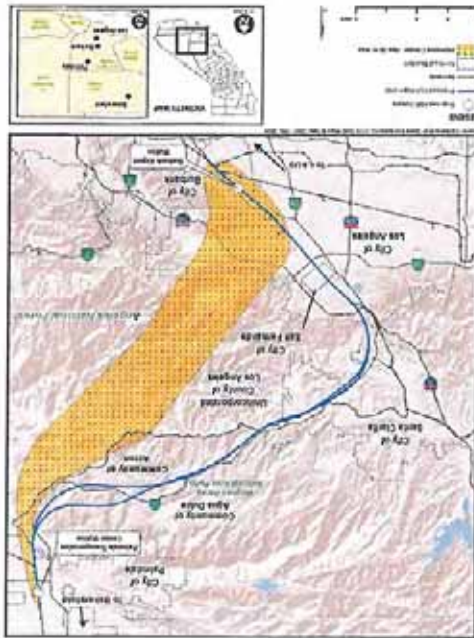
Submission I562 (Theresa Rankin, August 27, 2014)



Submission I563 (Kelly Rapoport, August 13, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: Kelly Rapoport		DATE: 8/12/14	
MEETING LOCATION: Acton, CA		AFFILIATION:	
ADDRESS: 31735 Angeles Forest Hwy		PHONE:	
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request or receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>This is agricultural A-2 property you are considering wiping out. If you run the local wells you will destroy this rural town. We have numerous wild animals that will be gravely affected by the loss of water &amp; increase in noise pollution.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>the metrolink goes thru Acton &amp; it is NEVER full. who is going to ride this train when it is going to cost passengers so much &amp; there are not going to be any stops here.</p>			
ADDITIONAL COMMENTS:			
<p>This whole project is ill conceived.</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I563 (Kelly Rapoport, August 13, 2014)



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section  
Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

13 AUG 2014 PM 2:1



**Mark A. McLoughlin**  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303



## Submission I564 (Melissa Reischman, August 29, 2014)

### Palmdale - Burbank - RECORD #476 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Melissa  
**Last Name :** Reischman  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10636 Pinewood Ave.  
**Apt./Suite No. :**  
**City :** Tujunga  
**State :** CA  
**Zip Code :** 91042  
**Telephone :**  
**Email :** melliska@me.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Dear Councilman Felipe Fuentes, Supervisor Mike Antonovich, Supervisor Zev Yaroslavsky, Mayor Garcetti and Assemblyman Raul Bocanegra

I completely oppose the Alternative Corridor - New Study Area.

I am opposed to any of the lines coming through (i.e above ground or beneath) the Angeles National Forest, Little Tujunga Wash, the Big Tujunga Wash, Hansen Dam, Shadow Hills, La Tuna Canyon, Sunland, and Lake View Terrace.

Since the proposed area is not currently a transportation corridor, it would suffer negative impacts from it's implementation. Vehicular and transportation created pollution will be introduced to previously unpolluted sensitive watershed areas including the Tujunga Watershed, the Verdugo Watershed, and the Angeles National Forest. Other possible impacts to this area are too many to enumerate, and all threaten to damage our quality of life.

Property values would plummet as this area was never a transportation corridor, nor was it ever intended to be.

Any rail going through Hansen Dam and through property next to Little Tujunga will likely have to be above ground until the liquefaction layer is crossed. Such an ill-conceived project would damage the integrity of our local regional park (Hansen Dam) and threaten the equestrian activity that has withdrawn to this area as one of the very few remaining horse communities in LA City.

All HSR lines need to go through commercial and industrial areas and pre-existing designated transportation corridors! They should never go through residential or sensitive environmental land and properties.

Please do the right thing. Drop the Alternative Corridor - New Study Area from this project completely and route the train up the longstanding transportation corridors of original SR-14 and I-5 alternative(s).

Sincerely,

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Submission I564 (Melissa Reischman, August 29, 2014) - Continued

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Melissa Reischman  
10636 Pinewood Ave.  
Tujunga, CA 91042

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

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## Submission I565 (Brian Reynolds, September 2, 2014)

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<b>Palmdale - Burbank - RECORD #411 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	9/2/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Brian
<b>Last Name :</b>	Reynolds
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	Lost Canyon Rd
<b>Apt./Suite No. :</b>	
<b>City :</b>	Santa Clarita
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	bossturbo@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	<p>Hello, I wanted to add my concerns about this route as a resident of the Sand Canyon area.</p> <p>The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley</p> <p>Of the two alignments being considered through SCV, the tunnel extension is definitely the preferred way as the above ground alignment affects many community areas including near a school.</p> <p>Thank you. -brian</p> <p>Brian Reynolds Lost Canyon Rd Santa Clarita, CA</p>
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Prefer Alternative Corridor
<b>Form Letter :</b>	

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## Submission I566 (Alex Reza, August 31, 2014)

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<b>Palmdale - Burbank - RECORD #385 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/2/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/31/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Alex
<b>Last Name :</b>	Reza
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	aareza@mac.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	<p>I am concerned that the route for the high speed train that uses the Highway 14 route will have a negative impact on the city of San Fernando and possibly impinge on the Cesar E. Chavez monument located at the corner of Jessie Ave. and Truman Blvd. in the city of San Fernando, a few yards from the railroad bed.</p> <p>I strongly urge you to consider the alternate route that avoids the populated areas in Acton, Santa Clarita and San Fernando. I understand the alternate route will go through the San Gabriel Mountains, mostly by tunnel. This route is more direct and will not interfere with economic activity in populated areas and completely by pass the Cesar E. Chavez monument..</p> <p>Thanks, Alex</p>
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Prefer Alternative Corridor
<b>Form Letter :</b>	

## Submission I567 (Cassie Ricafort-Wagner, August 24, 2014)

### Palmdale - Burbank - RECORD #673 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 9/3/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Cassie  
**Last Name :** Ricafort-Wagner  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10348 Wilsey Avenue  
**Apt./Suite No. :**  
**City :** Tujunga  
**State :** CA  
**Zip Code :** 91042  
**Telephone :**  
**Email :** cassie.wagner70@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To whom it may concern:

I am a resident home owner of Sunland / Tujunga. I am opposing the alternate route through the Angeles Crest National Forest and through our community.

The areas In Acton and surrounding who are opposing the route and want it re-routed through our area is more likely to benefit from the bullet train as their traffic will be lessened, yet they don't want to have the train actually go through their area. Our area will not benefit from it and could potentially cause structural damage with tunneling or ground settling in our area.

We have flash floods through the canyon during moderate rains. There are multiple streams and water ways that may be affected, not to mention the wildlife and natural plant habitat.

In the advent of a break down of the system, a derailment, or an earthquake that causes a disruption, access to the passengers could be severely delayed if passing through long tunnels through the forest causing life threatening results. A path near existing roadways and access would be less hazardous to the passengers themselves and repair crews for maintenance. Future maintenance in a long tunnel system through the forest would be potentially more costly in the future.

Thank you for your time and consideration.

Regards,  
Cassie Wagner  
10348 Wilsey Avenue  
Tujunga, CA 91042  
818-294-0618

?

**EIR/EIS Comment :** Yes

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## Submission I568 (Stacey Rigney, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #561 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Stacey
<b>Last Name :</b>	Rigney
<b>Professional Title :</b>	Production Director
<b>Business/Organization :</b>	
<b>Address :</b>	9716 Helen Ave.
<b>Apt./Suite No. :</b>	
<b>City :</b>	Shadow Hills
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	818-414-0072
<b>Email :</b>	staceyrigney98@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Dear Mark McLoughlin

I am a homeowner in Shadow Hills and STRONGLY OPPOSE the high speed rail coming over, under and through Shadow Hills. My family and I live out here so that we may enjoy some relative peace and quiet in this hectic city. Equally as important is our ability to keep our horses on our property, of which there are very few zoned areas left in Southern California. I believe that the high speed rail would be much better suited going through commercial and industrial areas, while protecting residential and environmentally sensitive areas. I implore you to NOT run the HSR through this unique community, so that generations to come may enjoy its beauty.

Sincerely,  
Stacey Rigney

9716 Helen Ave.  
Shadow Hills, CA 91040  
818-414-0072

Stacey Rigney  
Production Director  
818-414-0072

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

## Submission I569 (Marvin Robbins, August 29, 2014)

### Palmdale - Burbank - RECORD #474 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Marvin  
**Last Name :** Robbins  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** rick91040@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION

We are completely opposed to having a high speed rail system cutting through our community and endangering our inhabitants and local wildlife. The obvious place for this high speed rail to run is along the 14 and 5 corridor where it was originally planned. Changing the route to run through local neighborhoods, across watersheds, through riparian areas, and endangering local flora and fauna is ridiculous. It is equally ridiculous to plan to burrow through the mountains to install this system. There are earthquake faults in this area that make tunneling a dangerous option. The ruinous expense of digging tunnels through the mountains from Palmdale to Burbank is an outrage for taxpayers.

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Submission I569 (Marvin Robbins, August 29, 2014) - Continued

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The multiple environment obstacles raise insurmountable costs and problems. It is unfeasible in cost, and comes dangerously close to deliberate extinction of the local environment and wildlife.

The northeast San Fernando Valley Shadow Hills area has been designated a "scenic corridor". It contains federal waters and endangered species. Our area is already severely impacted by transit solutions such as trains, freeways and airports. The original Route 14 and 5 alternative is far superior in terms of cost, destruction of sensitive environmental areas, pollution, noise, and preservation of property values. Eminent domain through residential neighborhoods is more difficult and costly than the purchase of uninhabited property along the 15 and 5 freeways. In neighborhoods where a High Speed Rail system cuts through, the resulting loss in property values will be reflected in lowered property taxes for the county and city. In addition, areas bordering High Speed Rail systems are no longer suitable neighborhoods for family life, resulting in a mass exodus of taxpayers.

Changing the route of a High Speed Rail system from the original 14 and 5 freeway route is an outrage. The original route is far better, cheaper, and comprises less environmental impact. We strongly oppose any change of the original route.

Mary Robbins  
Marvin Robbins  
Sigmund Robbins  
Carl Robbins

Shadow Hills residents and registered voters

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

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Submission I570 (Sigmund Robbins, September 2, 2014)

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August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Re: Palmdale to Burbank High Speed Rail line through Shadow Hills, Council District 7

Dear Mr. McLoughlin:

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Submission I570 (Sigmund Robbins, September 2, 2014) - Continued

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Sincerely,



Sigmund Robbins

Shadow Hills resident and registered voter

Submission I570 (Sigmund Robbins, September 2, 2014)



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Submission I571 (Mary Robbins, September 2, 2014)

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August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Re: Palmdale to Burbank High Speed Rail line through Shadow Hills, Council District 7

Dear Mr. McLoughlin:

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Submission I571 (Mary Robbins, September 2, 2014) - Continued

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Sincerely,



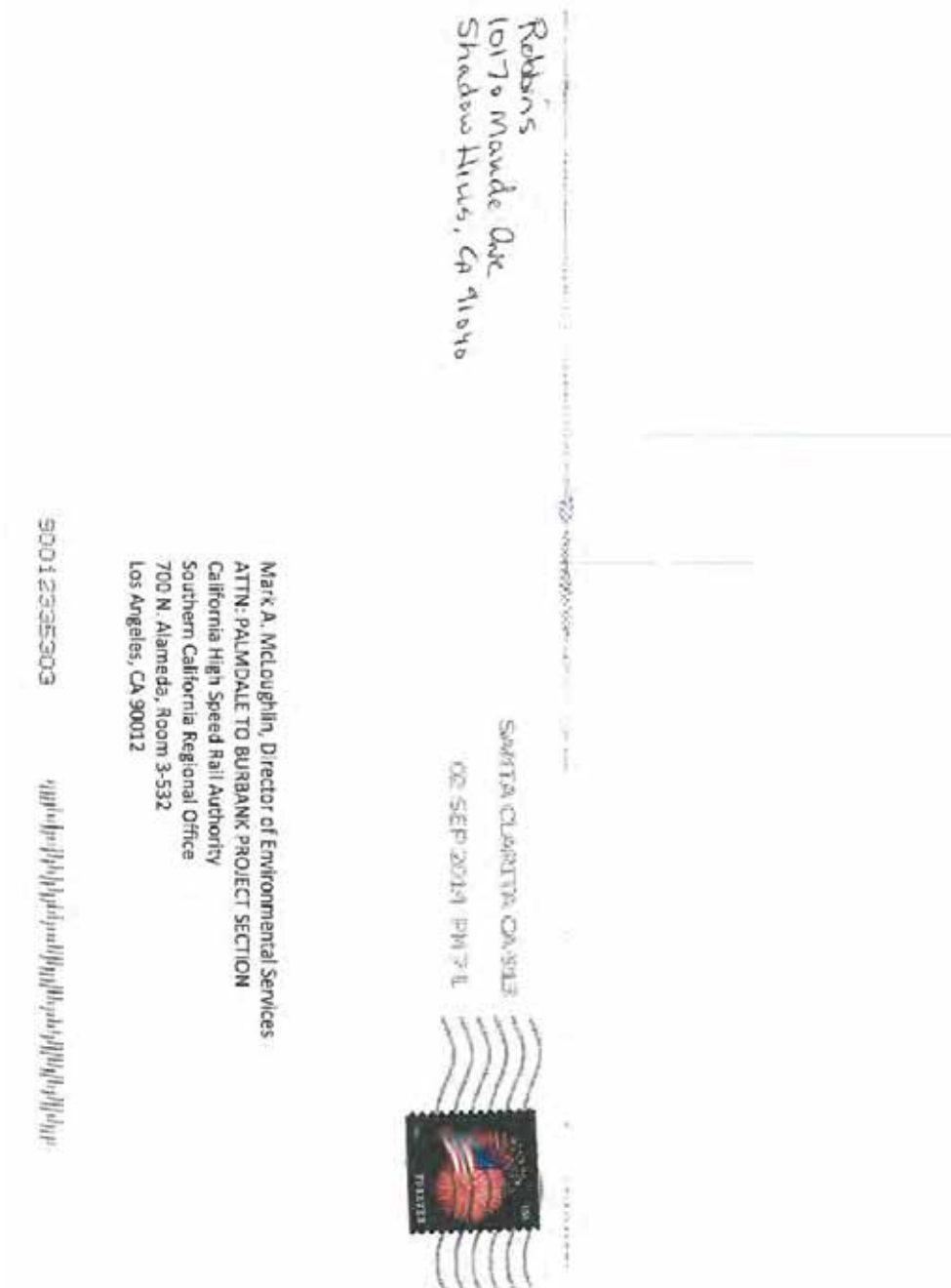
Mary Robbins



Marvin Robbins

Shadow Hills residents and registered voters

Submission I571 (Mary Robbins, September 2, 2014)



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Submission I572 (Judith Robbins, September 2, 2014)

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August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

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Submission I572 (Judith Robbins, September 2, 2014) - Continued

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Sincerely,



Judith K. Robbins

Shadow Hills resident and registered voters

Robbin's  
10170 Maude Ave  
Shadwin Hills CA 91076

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

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Submission I573 (Carl Robbins, September 2, 2014)

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August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

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Submission I573 (Carl Robbins, September 2, 2014) - Continued

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Carl Robbins

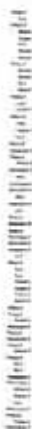
Shadow Hills resident and registered voter

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Submission I573 (Carl Robbins, September 2, 2014)

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Mark A. McLaughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA  
CA 91391  
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Submission I574 (Anthony and Katie Robbins, September 5, 2014)

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August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

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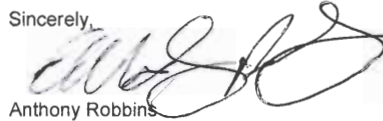
Submission I574 (Anthony and Katie Robbins, September 5, 2014) - Continued

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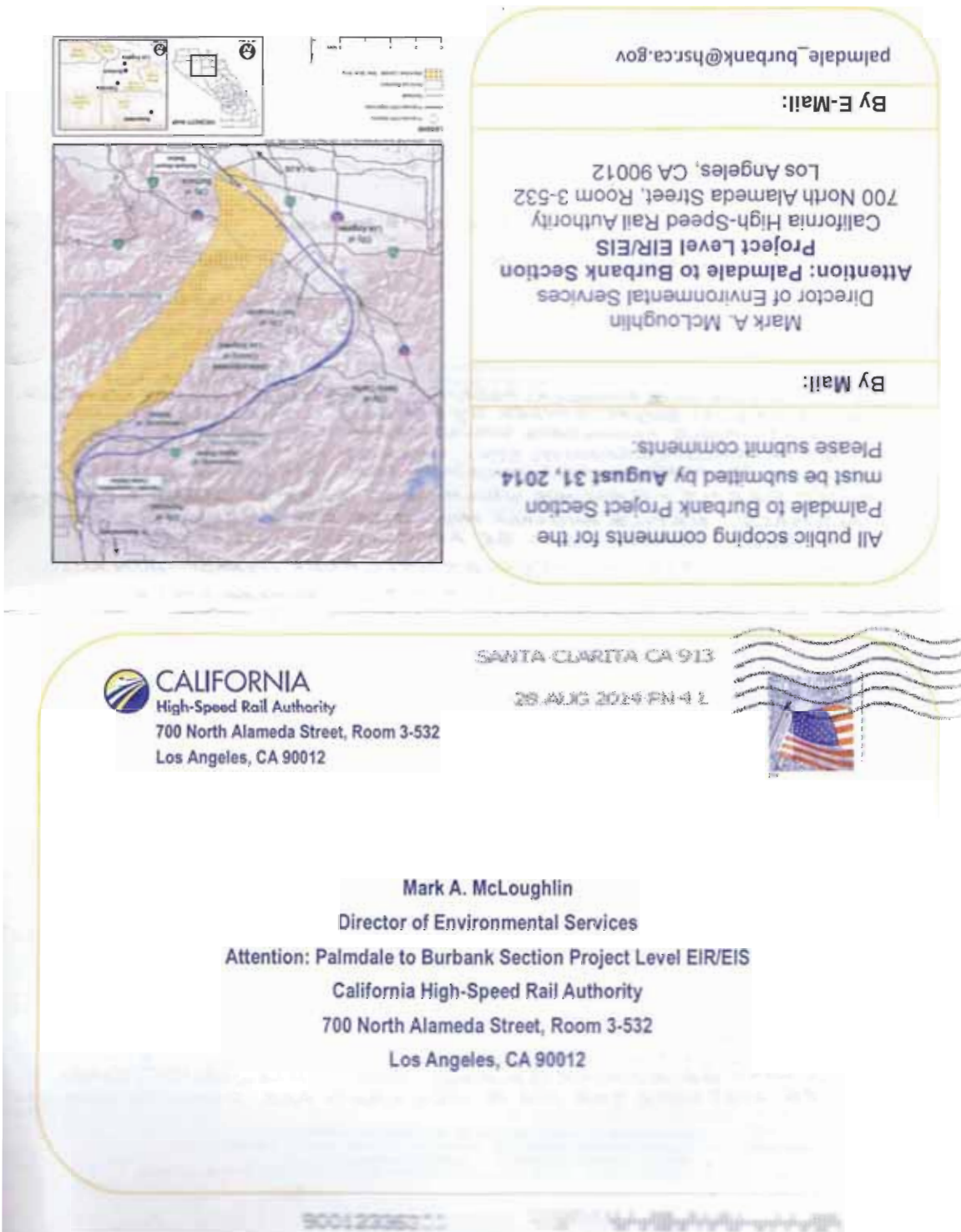
Anthony Robbins

Katie Robbins



Shadow Hills residents and registered voters

Submission I574 (Anthony and Katie Robbins, September 5, 2014)



## Submission I575 (Julie & Darel Roberts, August 23, 2014)

### Palmdale - Burbank - RECORD #230 DETAIL

**Status :** Pending  
**Record Date :** 8/24/2014  
**Response Requested :** No  
**Submission Date :** 8/23/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Julie & Darel  
**Last Name :** Roberts  
**Professional Title :**  
**Business/Organization :**  
**Address :** 16238 Warmuth Road  
**Apt./Suite No. :**  
**City :** Canyon Country  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** Julie@d-j.org  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** The plan as currently described for this rail line is greatly flawed. There are very serious problems in regards to failure of required funding plus failure to be able to maintain the train speed needed or even acquire all the rights of way. Right in our neighborhood, Santa Clarita, the above ground alignment would put the train too close to two of our schools with the attendant noise and potential danger or derailment. This track would eliminate a community church, family houses and negatively impact our beautiful, quiet neighborhood. Our local job center cannot be built if this line is approved.


It is quite possible that these homes and that church will be destroyed before this misbegotten train is dropped like the flawed hot-rock it is. This must be prevented.

Sincerely,

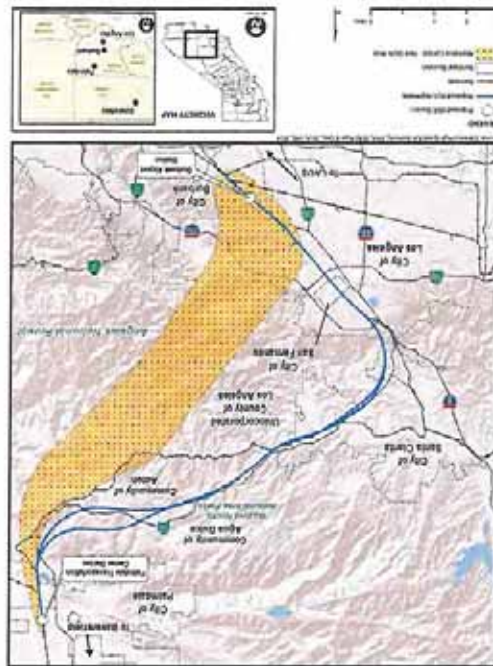
Darel & Julie Roberts  
16238 Warmuth Road  
Canyon Country, CA 91387

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

Submission I576 (Claudia Roberts, August 25, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Claudia Roberts</u>		DATE: <u>8/25/14</u>	
MEETING LOCATION: <u>Rec Center, Lakewood Terrace</u> : <u>Business owner</u>			
ADDRESS: <u>11127 Orcus Ave</u>		PHONE: <u>818/2566000</u>	
CITY: <u>WT</u>		STATE: <u>CA</u> ZIP: <u>91342</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I am concerned with the impact this type of major project will have in the Angeles National Forest. The proposal of coming through that area will be devastating to the land and inhabitants of the land. I am also against displacing homeowners with ranches and without. This area is an equine community; one of the few left in this area, and this project would have devastating effect on this.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>Some other environmental concerns have to do with noise through the pass proposed and movement, as in seismic. There is also a flood basin running directly down the path in the diagram which could impact this project tremendously.</p>			
ADDITIONAL COMMENTS:			
<p>Is this train truly necessary? Where exactly is the funding coming from? Is it worth destroying a whole equine community that has existed here for decades? I think not! <u>No</u> to this project!</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I576 (Claudia Roberts, August 25, 2014)



palmdale\_burbank@hst.ca.gov

By E-Mail:

Los Angeles, CA 90012  
700 North Alameda Street, Room 3-532  
California High-Speed Rail Authority  
Project Level EIR/EIS  
Attention: Palmdale to Burbank Section  
Director of Environmental Services  
Mark A. McLoughlin

By Mail:

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 91351

25 AUG 2014 PM 5:11



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303

## Submission I577 (Claudia Roberts, August 26, 2014)

### Palmdale - Burbank - RECORD #627 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/26/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Claudia  
**Last Name :** Roberts  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** NA  
**Telephone :**  
**Email :** claudia@pacificdressage.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mayor Garcetti and SFV Council members:

I am writing this letter in STRONG opposition of a bullet train being built from Burbank to Palmdale with the currently proposed route.

My reasons for this are:

- a) This route would disrupt significant water resources and natural springs,
- b) This project would severely disrupt one of few remaining travel corridors and habitats for wildlife,
- c) This route would cross several active earthquake fault systems,
- d) This route would pass through several residential communities requiring plan amendments to Land Use,
- e) This area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding,
- f) This area is a flood plane with history of severe flooding,
- g) This area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker,
- h) This area has an unstable geology with known areas subject to liquefaction,
- i) It is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities,
- j) A prior Metro link study found a route through the mountains to be 10 times more costly.

As a horse owner who enjoys the peaceful wildlife that we are so lucky to have in the Hansen Dam Recreation Area; an area that is protected and whose residents continually fight for its future and work daily to ensure it is maintained and safe for all who are passionate about the area, I cannot sit idly and watch plans to detract from one of our precious few open spaces in Los Angeles county.

Hansen Dam is part of what makes our valley great!

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Submission I577 (Claudia Roberts, August 26, 2014) - Continued

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I'm BCCing many of my friends and asking that they join with me in this email campaign to prevent this from happening.

Sincerely,  
Claudia Roberts

Business Owner

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

Submission I578 (Josue Robles, August 28, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Josue Robles		DATE: 8-25-14	
MEETING LOCATION: L.A. union station		AFFILIATION:	
ADDRESS: 108 Brown Dr	EMAIL: josue.robles1224@yahoo.com	PHONE: 909-399-5985	
CITY: claremont	STATE: CA	ZIP: 91711	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
How would a tunnel through the San Gabriel mountains effect environmental the wildlife and nature during construction and operating.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
Any pollution from construction machines and			
ADDITIONAL COMMENTS: Having a tunnel from Burbank to Palmdale thru the San Gabriel mountains be the same amount of money as if it followed metrolink right of way.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I578 (Josue Robles, August 28, 2014)



By E-Mail:  
Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012  
palmdale\_burbank@hsrc.ca.gov

By Mail:  
All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA ANA CA 926

28 AUG 2014 PM 7 L



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

50012335303




**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

Submission I579 (Jessica Robles, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale a Burbank</b> Tarjeta de Comentarios de Alcance	
NOMBRE: <u>Jessica Robles</u>		FECHA: <u>8/29/14</u>	
LUGAR DE LA REUNIÓN: <u>Sjmar H-S</u>		AFILIACIÓN: <u>educator</u>	
DIRECCIÓN: <u>29227 Rangelwood Rd</u>		CORREO ELECTRÓNICO:	
CIUDAD: <u>Castroville</u>		ESTADO: <u>CA</u>	
TELÉFONO: <u>661-600-3052</u>		CÓDIGO POSTAL: <u>91384</u>	
¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍO? (Marque todas las opciones que correspondan)			
<input type="radio"/> TODO EL ESTADO			
<input checked="" type="radio"/> PALMDALE A BURBANK			
<input type="radio"/> BURBANK A LOS ANGELES			
*NOTA: Esto no sustituye la solicitud formal para recibir avisos legales.			
POR FAVOR ENUMERE LOS TEMAS AMBIENTALES QUE LE PREOCUPAN Y QUE LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS (DECLARACIÓN DE IMPACTO AMBIENTAL/INFORME DE IMPACTO AMBIENTAL) DEL NIVEL DEL PROYECTO DE PALMDALE A BURBANK. POR FAVOR SEA LO MÁS ESPECÍFICO POSIBLE.			
¿QUÉ OTRAS CUESTIONES LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS DEL NIVEL DEL PROYECTO? <u>What impact will the sound barrier walls have on the community? Specifically aesthetic and socio-economic impacts. Additionally, what can be done to avoid the removal of the Cesar Chavez Memorial monument? It is very concerning that this monument might be torn down given its historical significance.</u>			
COMENTARIOS ADICIONALES:			
Gracias por su participación en este importante proceso. Por favor, presente sus comentarios de alcance en la mesa de registro o envíe por correo este formulario predirigido. También puede enviar sus comentarios de alcance por correo electrónico a: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . Todos los comentarios de alcance para la sección del proyecto de Palmdale a Burbank deben presentarse antes del 31 de agosto de 2014.			

Submission I579 (Jessica Robles, August 29, 2014)



## Submission I580 (Katie Rogers, August 28, 2014)

### Palmdale - Burbank - RECORD #565 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Katie  
**Last Name :** Rogers  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** rogers.kt@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** I am writing to express my opposition to the proposed alternative corridor for the High Speed Rail. The HSR route should proceed as planned through the Acton and Santa Clarita areas along the existing transportation corridors along the 14 and 5 freeways. The HSR route should not be changed to destroy the natural habitat or equestrian communities in Lake View Terrace, Sun Valley, Shadow Hills or Sunland.

The "New Study Area" identified as going through the mountains is a waste of time and money and will cause irreparable damage to the small remaining suburban equestrian communities in Los Angeles. The identified area is vague and non-specific. I believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. Shadow Hills is in the eye of the storm for the HSR alternative line and that you are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. HSR lines need to go through commercial and industrial areas, not residential or sensitive environmental.

I further believe the myriad of environmental obstacles raises insurmountable costs and is infeasible. Why waste taxpayer money by destroying communities and environmental ecosystems for an illogical alternative HSR route? We work hard in the communities of Shadow Hills and Sun Valley to maintain the safety and friendliness of the Hansen Dam Recreation Area, and invest personally to clean up the area. Running the HSR through this area will destroy property values and cause irreparable harm to federal waters, endangered species, equestrian lifestyles and result in unreasonable levels of noise, pollution and physical safety concerns.

Our area is already severely impacted by transit solutions such as trains, freeways and airports. The original Route 14 and 5 alternatives are far superior.


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Submission I580 (Katie Rogers, August 28, 2014) - Continued

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	Regards,
	Katie Rogers
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

Submission I581 (Jeannene Roman, August 12, 2014)

 CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <i>Jeannene Roman</i>		DATE: <i>8-12-14</i>	
MEETING LOCATION: <i>Sylmar Library</i>		AFFILIATION: <i>none</i>	
ADDRESS: <i>13487 Longfield</i>		EMAIL: <i>silverygrey@hotmail.com</i>	PHONE: <i>8187763757</i>
CITY: <i>Sylmar</i>	STATE: <i>CA</i>	ZIP: <i>91345</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Destruction of existing farm lands and wildlife impact</i> <i>What does rail do to watershed areas?</i> <i>How can development of rail money be better spent? Rail vs water retention facilities?</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission I582 (LeeAnna Romero, August 28, 2014)

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**Palmdale - Burbank - RECORD #581 DETAIL**

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** LeeAnna  
**Last Name :** Romero  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9024 Ledge Ave  
**Apt./Suite No. :**  
**City :** Sun Valley  
**State :** CA  
**Zip Code :** 91352  
**Telephone :**  
**Email :** lmromero79@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To whom it may concern,  
  
I oppose the notion of building the "bullet train" tracks between burbank and palmdale in the middle of the national forest. I beg you to please leave this area as it is..."untouched".  
  
Thank you!  
  
LeeAnna Romero  
9024 Ledge Ave  
Sun Valley CA 91352  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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Submission I583 (Deborah Rosen Goodale, The Back Door Bakery Cafe,  
September 12, 2014)

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**Palmdale - Burbank - RECORD #827 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Deborah  
**Last Name :** Rosen Goodale  
**Professional Title :**  
**Business/Organization :** The Back Door Bakery Cafe  
**Address :** 8668 Foothill Blvd  
**Apt./Suite No. :**  
**City :** Sunland  
**State :** CA  
**Zip Code :** 91040  
**Telephone :** 818.353.2233  
**Email :** bakerybabe21@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** To whom it may concern,

Please count me as opposed to the alternative route for HSR in our area.

I own a home and a business in Shadow Hills and Sunland and see that HSR will have a terrible effect on property values and local revenues through the destruction of our recreational areas, our scenic ridge line, and our forest, all of which are major draws into our community. It would further destroy a wetlands preserve and an important wildlife habitat.

The long-term construction would congest our streets and pollute our community with excessive exhaust, debris, and noise.

Look elsewhere for your HSR. Using an existing transportation corridor makes much more sense.

Sincerely,

Deborah Rosen Goodale


The Back Door Bakery Café

8668 Foothill Blvd Sunland, Ca 91040

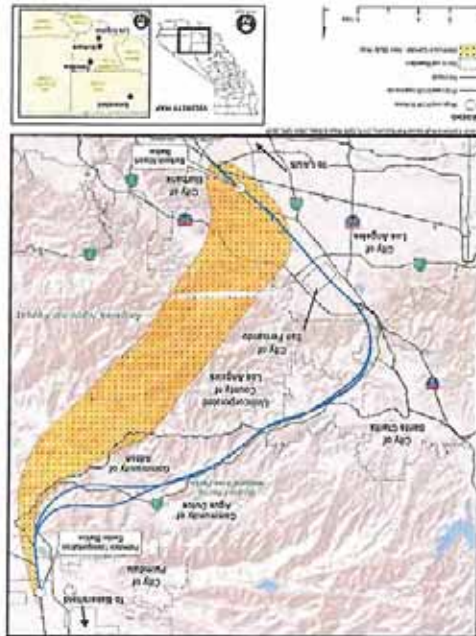
818-353-2233

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to Alternative Corridor  
**Form Letter :**

Submission I584 (Rachel Rosenfield, August 12, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Rachel Rosenfield		DATE: 8/12/14	
MEETING LOCATION: Acton Library		AFFILIATION: home owner	
ADDRESS: 33442 Desert Rd		EMAIL: Bobachrad2@aol.com	PHONE: 661 441-0167
CITY: Acton,	STATE: Ca	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I like most of my neighbors &amp; fellow people in Acton don't want this in our area. Our area is a rural area with lots of animals, <del>resides</del> horses etc. I feel its where we live, it peaceful, <del>that</del> that is why we all live there, if we wanted city life we would live in the San Fernando Valley or Los Angeles. we the tax payers pay for this, &amp; this is something I don't want one cent of my hard earn money going towards</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>Have you ever look e how crowded the Metrolink is in this area it is never full always looks empty, so why put this train in our living space. The people in Acton I would say everyone I have spoken to is fully against this project, other than that this will ruin the home value also with this train this train will be in peoples backyards, or they will have to sell there homes cause of this project, this is so wrong. This project doesnt belong in a rural community as I said</p>			
ADDITIONAL COMMENTS:			
<p>before, we don't want it. Think of you buy a home &amp; its you haven some place you go home to for peace serenity, &amp; you have this train going by, plus who knows what type of people will come into our area. This project needs to be stopped, spend the money on something thats worth it</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsv.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I584 (Rachel Rosenfield, August 12, 2014)



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA BARBARA  
CA 931  
12 AUG 2014 PM 2 L



Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012+3553



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

## Submission I585 (Suzanne Rosengrant, August 29, 2014)

### Palmdale - Burbank - RECORD #472 DETAIL

**Status :** No Action Required  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Suzanne  
**Last Name :** Rosengrant  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** mybuttercupgirl@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. Mark A. McLoughlin,

We are very much opposed to the "train to nowhere" and we want you to know how much this impacts our family, the schools around our home, the children and the property values of the homes in the area.

Please support the preferred alignment direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

Please take a moment to read just a few of the reasons NOT to have the high speed rail passing through Sand Canyon.

1. It is much too close to two elementary schools, and it endangers over 1000 school children. The frequency of the train passing by will negatively impact the children's ability to learn, and will make it extremely difficult for the teachers to be able to do their job. God forbid the train derails, who is going to be held responsible for all of the destruction/deaths that could occur?! The very thought is terrifying.

2. The community church will be destroyed and so many of us attend services there on a regular basis.

3. Destroys houses and negatively impacts neighborhoods, reducing property values and it would take away our life time investment. Our home is our largest investment and if the train comes through our neighborhood, we will have lost that. We are close to retiring & this would be such a tremendous setback. It will impact our whole family.

4. The sound of the train will be very disruptive & the sight of it will be take away from the natural beauty of Sand Canyon, which is why so many residents have chosen to make this neighborhood their home.

Please find another solution for this train. It affects and impacts our lives on a daily basis. We do not know what our future holds, and it is an awful feeling

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Submission I585 (Suzanne Rosengrant, August 29, 2014) - Continued

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not being able to control your destiny. We are very stressed out about this situation & all of the negative impacts that it will cause in our community.

Sincerely,

Suzanne Rosengrant

**EIR/EIS Comment :**

Yes


**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

**Form Letter :**

Submission I586 (Kim Roth, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>Kim Roth</u>		DATE: <u>8/27/14</u>	
MEETING LOCATION: <u>Acton</u>		AFFILIATION: <u>Resident</u>	
ADDRESS: <u>34755 Garlock Rd</u>		EMAIL: <u>kim.roth@avhospital.org</u>	PHONE: <u>(661) 269-3644</u>
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>See attached 16 pages + 1 map</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  <u>See attached</u>			
ADDITIONAL COMMENTS:  <u>See attached</u>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

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## Submission I586 (Kim Roth, August 27, 2014)

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Page 1 of 16

A typical High Speed Train, at grade, would have a 50 to 100 ft. (15-31m) fenced right- of-way and an elevated guide- way would have a 50ft (15m) right-of-way. The 100 ft. width would be compatible to a six-lane highway. Catenary supports 26ft. (8m) in height would be located every 30 ft. (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed HST alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for over 4 to 5 round trip trains per hour.

There will be extensive significant adverse impacts to air quality, land use, aesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches, and businesses adjacent to the rail alignment conflict with local land use plans.

These impacts fall disproportionately to Acton residents as there is **no direct benefit to the rural community**. The new area wide plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of our community.

Additionally, HSRA has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. **Adequate preparation of all possible impacts is an unreasonable challenge.**

The following comments represent my concerns about the HST through Acton:

### LAND USE PLANNING

In regards to one of the possible alignments crossing the mouth of Red Rover Mine Canyon Road (SR14 HYBRID), I have a significant safety concern that the canyon road dead-ends at 2 miles into a mountainside. There is not an alternative evacuation route in the event of a derailment, fire, viaduct collapse, slope failure, etc. Traffic patterns on Red Rover Mine Road will also be challenged during the construction phase for an extended period of time. Construction of a viaduct and boring of a tunnel in this area will also impact the

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Submission I586 (Kim Roth, August 27, 2014) - Continued

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Page 2 of 18

grade and drainage of adjoining properties. Red Rover Mine Road floods out during the rainy season already. There are at least 70 homes in this canyon. I am extremely concerned about the possibility of no alternate evacuation route as I live about 1 mile up the canyon from this alignment. I have some mobility limitations and would be unable to evacuate on foot. If this route is selected, I would request that the HSRA build an evacuation road extending Ave V west from Red Rover Mine Road to Sierra Highway. Ave V could serve as an evacuation route for Red Rover Mine Road residents both during the construction phase of the HST and then during final operation of the HST. Please refer to attached aerial map. The lack of an evacuation road for our canyon is a huge concern to all residents that live on the north side of this alignment.

In regards to the **SR14 East alignment** passing close to the public Middle school and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. **Safety** in the event of a track failure, collapse or derailment in such close proximity to the schools would have devastating consequences. The middle school and high school also host church services and will suffer negative adverse impacts as well.

The noise, vibration, air quality, learning and worshiping impacts on these populations will be addressed in later sections.

In regards to the newly proposed **Angeles Forest alignment** the areas of Angeles Forest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce host many large parcels of open space, orchards, trails, the Shambala Wildlife Animal Preserve, animal rescues, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River also runs along this alignment area. **These areas need environmental protection in order to maintain harmony of the ecological systems and natural resources of the country.**

Construction of an urban structure of this magnitude in Acton is in direct opposition to the general plan of our community which has been clearly designated as a rural community by the LA County Area Wide Plan. This is an assault to the harmonious and peaceful nature of our rural lifestyle. **I CHOSE TO LIVE HERE BECAUSE OF THE RURAL LIFESTYLE.** I have owned property in Acton since 1986 and have been a full time resident since 1988.

#### **CULTURAL AND HISTORIC RESOURCES**

Acton has a high potential for discovery of historic **burial sites of the Native American Indians** in the area of the Soledad Canyon Corridor. There are known **Indian artifacts** and protected relics on properties throughout Acton. The HSRA needs to meet with the various Indian councils in regards to these protected resources.

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Submission I586 (Kim Roth, August 27, 2014) - Continued

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Figure 1. Aerial Photograph of Red Rover Mine Road with the Location of a Secondary Access Route to Sierra Highway that will be Needed During HSRA Construction and for Emergency Purposes Thereafter.



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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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There is a potential impact of **paleontological resources**. There are Formations rich with **fossils** of fish, mollusk, sea cow, sea turtle, tapir fossils, horse, camel, peccary, rodent, bird, deer, lizard, gopher and vulture fossils. **Governor Mine and Red Rover Mine** are historic mines in Acton. There are known methane gas emissions from some of the open mines. Mining operations are still active in these areas. How is the HSRA planning to ensure that the vibration impacts of the HST will not impact the mines? All historic resources need to be addressed and protected by the HSRA

The **Pacific Crest Trail** crosses through Acton. The HSRA needs to address the impact of the HST on this historic trail. Trail crossings need to be highlighted in the HSRA plan when interrupted by the HST.

**All historic and cultural resources through Acton need to be studied, mapped out and protected by the HSRA.**

### AESTHETICS AND URBAN DESIGN

**Permanent long term visual changes** will result from the introduction of the HST through Acton. Acton's landscape is considered **scenic and rural** in nature. And therefore is subject to **high contrast visual changes** where the HST will dominate the landscape and detract from the existing features, i.e.: the actual open space and the mountain views. The elevated guide-way and catenary across the scenic Sierra Highway, Angeles Forest Highway, Red Rover Mine Road, Soledad Canyon Road, etc. would contrast with the existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects 75+ feet. **Lighting will interfere with the night sky**. These obstructions will significantly impact the current market value and enjoyment of my property. How does the HSRA plan to compensate me for the loss of the rural lifestyle and loss of my property value?

**The HSRA has an obligation to significantly reduce expected view blockage, the contrast with existing landscape settings, light and shadow effects.**

- All fencing along the track needs to be **non-reflective**.
- Night lighting should be hooded and directed to the area where the lighting is required. For lighting that is not required to be on 24 hrs. per day, sensors and timers should be specified.
- Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.
- Native vegetation should be used adjacent to areas outside of the operating rail track, staging areas, and areas that are graded or filled.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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We need the assurance that when it comes time to mitigate these impacts, that the HSRA has money put aside to take care of this. We don't want to hear that the project has run out of money!

Review of local rural design plans and policies should be conducted to take into account local design objectives. Specific design measures should be outlined and implemented accordingly.

### HAZARDOUS AND TOXIC MATERIALS

Electromagnetic waves generated from High Speed Trains have been shown to have a possible association with **childhood leukemia**.

**Exposure** to high levels of electromagnetic radiation for short periods of time can cause **fatigue, headaches and anxiety**.

I want to see studies performed by the HSRA addressing these concerns. What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WiFi?

Exposure to regular pesticide use from maintenance of the track right-of-ways is a concern. What is the risk of pesticide drift or restrictions on pesticide use on agricultural settings as well as human and animal health? We would like the HSRA to study this impact as it relates to the Acton community.

Will any **site contaminants** be stored or disposed of in Acton? We would like this information specified in the DEIR.

How will the HSRA ensure that the **Clean Water Act** is implemented and followed?

How will the HSRA ensure public safety when drilling or boring into **methane gas deposits**?

How will the HSRA protect or **notify the public regarding possible exposures** through soil, air, or water sources?

We would like to see the answers to all of these concerns addressed in your DEIR for Acton.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### ECONOMIC AND SOCIAL IMPACTS, ENVIRONMENTAL JUSTICE (BLIGHTING)

**The 3 alignments of the HST divide and displace Acton communities. Acton's reputation as a tranquil, rural town will be forever altered.**

The proximity to the schools and through open spaces will have a significant impact on the value of all Acton properties. Who will want to own property when there is an 85+ decibel train roaring by? **Property values will drop significantly.** A baseline study of property values **has not been** conducted by the HSRA prior to the assignment of a route. It is expected that property values may drop by as much as 70%. I would like the HSRA to perform an assessment of my property value **prior to an alignment being chosen.** The eminent domain and condemnation process is vaguely outlined by the HSRA and clearly does not properly compensate those impacted.

A trickle effect of **loss of income** to local Realtors, local businesses, contractors and developers, teachers (when the school closes due to a drop in enrollment) would result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (to include locations on Red Rover Mine Road, Angeles Forest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The HSRA impact of noise, dust, visual blight, access, etc. will make Acton an undesirable film location. How will residents be compensated for the lost revenue for the temporary use of their property by the movie industry?

How do you propose to address these impacts? You can relocate a business; but how do you propose to relocate the view, the schools, the neighborhood support systems, the filming opportunities for the movie industry, etc.? I would like to see these questions addressed in your DEIR specific to the Acton community.

The HST alignments have the potential to adversely divide parcels disqualifying sections of land for resale. How do you plan to mitigate this impact? Please address this impact in the DEIR for the Acton community.

Temporary and permanent road closures during construction have significant potential to **increase driving distances and gasoline expenses** to the community depending on which alignment is chosen. Many drivers commute to work from the Acton community. Please address these impacts in your DEIR for the Acton community specifically.

Corridor alignments and viaducts have the potential to become a target for graffiti artists creating even more blight to the surrounding areas. Does the HSRA have a plan to study and mitigate graffiti impacts?

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### TRANSPORTATION AND TRAFFIC

There is a high potential for **distraction to motorists** during the construction phase and operation of the HST along existing streets and roadways. The result is increased risk of traffic collisions and/or delays for emergency vehicle response. Acton is serviced by Palmdale Sheriff's Department and Antelope Valley Ambulance companies for emergencies. We already have a problem with slow response times. What measures is the HSRA taking to provide extra resources of these services in case of a need that arises during construction and operation of the HST? Please address in your DEIR specific to the Acton community.

There is a high potential for **temporary and permanent road closures** during construction and operation of the HST.

There is a high potential to **limit access to the school sites** for the SR14 Hybrid and SR14 East alignments during construction or final operation of the HST.

There is a high potential for **increased traffic** and damage to current roadways due to project demands, trucks, equipment, construction staff, inspectors, etc.

Sierra Highway, Soledad Canyon Road, Angeles Forest Highway are commuter roadways to locations north and south of Acton. There is a high potential for transportation and traffic impacts along these roadways.

Are the local roadways able to handle the increased level of service, load and capacity during construction? Who is responsible for repairing any damage to roadways?

There are no traffic signals in Acton in keeping with the observation of our rural lifestyle. How will traffic delays be compensated?

Please address all of these questions relating to the Acton community in your DEIR. We do not want generic answers to these questions.

### PUBLIC SERVICES (water, sewer, energy, waste, etc.)

How will disruption to any of these services be compensated?

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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In the event of an emergency, the nearest Sheriff's station and hospital is 20 miles north of Acton. The LA County Fire station is located at the north edge of town. Response time in the event of an emergency will be severely impacted by any proposed road closures.

How does the HSRA plan to address this?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protection and service will be available in the case of a derailment, earthquake or other disaster?

Please address these concerns specific to the Acton community in your DEIR.

### AGRICULTURAL RESOURCES

The majority of Acton properties are **zoned as agricultural**. What is the potential **risk of zoning conflicts** or a Williamson Act contract conflicts with the construction of the HST?

What is the risk of conversion of farmland to non-farmland uses?

Many properties are currently used for boarding and breeding of horses and other animals.

This project has the potential of high impact to Acton farms and orchards, including the **historic farm of Blum Ranch**.

Please address these specific impacts in the DEIR as they relate to the Acton community.

### RECREATION

**Acton is an "outdoor" community.** A considerable amount of recreational time is spent on horseback, hiking, playing sports or working in one's garden.

The Pacific Crest Trail, equestrian trails, motorcycle easements and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations have a significant potential

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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of interfering with the pleasure of engaging in these activities. Spooked horses have a significant risk of injury to the horse and to the rider.

The overpowering noise of the HST may inhibit a hiker's or rider's ability to perceive an external threat while on the trail (i.e. rattlesnake, mountain lion, etc.). Acton is home to the Mojave green rattlesnake, the Pacific Diamondback rattlesnake, and other venomous snakes.

How does the HSRA plan to mitigate these significant impacts to our lifestyle and pursuit and enjoyment of the outdoors?

### MINERAL RESOURCES

Acton is known historically as a rich mining town. There are currently **active mines** in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation on the SR14 Hybrid alignment.

The Santa Clara riverbed is the last remaining natural clean water source in California. There is encroachment of the riverbed by the HST alignment.

Please specifically address how the impacts of the HST will be handled by the HSRA concerning Acton mining operations and protecting our clean water.

### BIOLOGICAL RESOURCES (including wetlands, and special status species and their habitat)

Acton is a known migratory route for birds and tarantulas. It is a "sensitive habitat" for the California quail, Horned lizard, Kangaroo rat, and the Roadrunner. It is a recognized breeding area for the Red Legged frog in the Northern Hemisphere. It is a wildlife movement corridor for the beetle, coyote, bobcat and deer.

Chaparral covers hillsides in steep, vertical walled narrow canyons with perennial streams to yield to scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness, unarmored three spine stickleback, Santa Ana Sucker and two striped garter snake also inhabit this area. The endangered Horned lizard resides in Acton.

There is a viewing area for wildlife and birds located at the Soledad campground.

Acton is home to the **Shambala Preserve**, an exotic feline rescue.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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The HST has a high potential negative impact to the continued survival of these sensitive species.

How is the HSRA planning to work around the construction and location of the newly approved Wildlife Corridor south of Acton?

Please address the impacts of the HST on these biological resources of Acton in the DEIR.

### HYDROLOGY AND WATER QUALITY

**Most of the Acton community depends upon well water for residential and agricultural needs.**

**Construction of the HST through Acton carries a high risk of impact to the Acton water supply.**

There is the potential for release of **hazardous material** or waste during construction operations which would contaminate ground water.

Trenching or tunneling during excavation has the potential to alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, **fuel or chemical vapors** could move through the vadose zone to excavated areas during construction or to underground structures associated with the rail line.

Tunneling through Acton has the potential of **high impact to individual well production and to the aquifer** which feeds residential wells in the community.

**The demands of water during construction** of the HST (cement production, dust control, testing, etc.) have a high potential of lowering the water supply in the aquifer which supplies our Acton community.

I have spent a lot of money for the drilling and maintenance of my residential well. I would like to be made "whole" by any impacts to my well or to a decrease in water production caused by this project. I would like the HSRA to certify my well prior to any HST construction impacts:

- How will the regulations of the Clean Water Act be fulfilled?
- How will residents in Acton be compensated for damage to their well, loss of production, contamination, etc.?
- Will the HSRA perform a baseline study of all wells in the Acton area?
- How will the HSRA prevent disruption to the hydrological patterns to Acton?
- How will the HSRA control run-off so that water replenishes the aquifer supplying Acton?

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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- How will the HSRA prevent fracturing of the Blue Line in and around Acton?
- If new wells are drilled in Acton, will the HSRA compensate for wells that do not meet the current LA County standards for well production?
- In the event, that an Acton well becomes permanently nonfunctioning, will the owner be compensated for the full value of the property that now cannot be sold or financed?
- Will the HSRA commit to bringing in County water to Acton if private wells and/or the aquifer are damaged?

Please address all of these concerns in the DEIR as it pertains to Acton.

### GEOLOGY AND SOILS

Acton is home to several active earthquake faults. The San Andreas Fault line is within 5 miles of Acton.

The state of California has identified the **Acton quadrangle as an official seismic hazard zone**.

Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above grade structures have the potential of collapsing in an earthquake. How will the HSRA ensure public safety if this were to occur?

What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the HSRA take to ensure public safety in the event of a seismic event during construction?

Will the HSRA monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the Acton community upon request? Serpentine rock is part of the geology of Acton. Drilling/boring through this rock has a high risk of releasing Asbestos particles that are inherent in the rock in Acton.

Please address all of the above impacts as they relate specifically to the Acton community.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### POPULATION GROWTH AND HOUSING

The construction of the HST **will not create any direct benefit to the Acton community** and the negative impacts of the HST project are disproportionate to the rural Acton community. The intrusion of this urban structure completely intrudes on the Acton Community Standards for land development. Because of this, the HST should find an alignment that completely avoids the Acton community.

The HST will have a significant adverse impact to private property rights, public schools and established businesses. The HST will have a negative impact on housing values and the rural environment of Acton. The HST has a high potential of negative impact to school enrollment. As residents flee from the area, and new prospective buyers refrain from relocating to Acton, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually the town will die.

**Please address this disproportionate negative impact to the Acton community in the DEIR**

### GREENHOUSE EMISSIONS

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact to Acton properties adjoining the rail lines, staging areas and access roads.

How does the HSRA expect to handle potential exposures in the Acton area?

### PUBLIC HEALTH AND HAZARDS,

#### AIR QUALITY

Air quality impacts from construction and soil movement will be significant in Acton. This includes acute and chronic health impacts. **Construction and operation** of the HST will generate large volumes of dust. In addition, it is very windy in Acton at different times of the year. Acton residents will be subjected to air quality hazards during construction and during operation of the HST.

#### Dust

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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Very small particles of dust can be deeply inspired into the lungs and remain there. Small size alone is a major health risk for lung disease and the health of the cardiovascular system. Particles having small size are more likely than larger particles to be respired and not expelled.

Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human-health hazards. Some minerals in dust are extremely hazardous such as the asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. **The geology of Acton includes Serpentine rock**, which has the potential to release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic elements, such as certain heavy metals.

**Valley Fever**, which is caused by a fungus found in the soil and can be contracted by simply breathing in the spores from the dust disturbed by the wind or other activity has increased in California by more than 6 fold in the past 10 years. In about 40% of the cases it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, and skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first 6 months of 2012, 178 cases were reported in LA County, including 5 deaths, one of a local teenager in Aug 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses.

People susceptible to the health effects of fine and coarse particles are:

- Infants and adolescents
- Elderly
- People with respiratory conditions such as asthma, bronchitis, and emphysema
- People with heart disease
- People with diabetes

Research also shows association of coarse particle pollution with heart problems, angina and heart attacks.

Please address in the HSRA DEIR how the Acton community will be protected from these air quality impacts.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### NOISE

Noise generated by the HST creates a significant negative impact on humans and animals. The HSRA averages the decibels generated by the HST over an hour's period as 85 decibels. The tunnel portal effect creates a sonic boom impact as the train leaves the tunnel. Studies show that sleepers that are exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation) long term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant.

Activities such as finding a desirable habitat and mates, avoiding predators, protecting their young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; gleaning bats avoid hunting in areas with road noise. **Sound impacts can have important implications for the health and vitality of wildlife populations.**

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing, resulting from noise levels 85 decibels or greater, increased heart rate, respiration and general stress reaction, increased susceptibility to disease, increased susceptibility to predators, abandonment of territory and lost reproduction. **The HSRA EIR review process does not study the impact of noise on wildlife or animals.** Our community of Acton demands that the HSRA include the impact studies relating to noise exposure on animals in the DEIR. There are plenty of research studies by outside agencies available that can be used by the HSRA outlining the negative impact of noise on animals and wildlife. **In addition, the noise study that the HSRA uses will be averaging the noise impacts of the HST over time. This dilutes the noise impacts of the HST to the community because noise impacts are being averaged over time in relationship to the ambient noise levels when the HST is not operating in the area. The actual decibel reading of the HST as it passes through Acton may well exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten.**

**We insist that the HSRA also study noise impacts as they are projected through our mountainous terrain, valleys, and canyons.** The HSRA has only considered noise impacts on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. The proposed alignment crossing Red Rover Mine Road will amplify sound up the canyon where I live. I would like the HSRA to measure the ambient noise level on my property prior to construction of the project. All properties within 1 ½ miles of the alignment should also be studied. I can presently hear outside conversations of neighbors up to a ½ mile away on a quiet night. The noise generated from the HST will have a huge impact on my property depending upon the chosen alignment.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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**We demand that the HSRA consider these noise impacts through Acton which assuredly are greater than what is being used in EIR studies of other HSRA alignments.**

Noise studies have been shown to be more disturbing if noise is loud, occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the HST will follow this noise exposure. **How are our children supposed to deal with this while school is in session and the HST is racing by every 10 minutes? Besides interfering with their right to a safe and quiet learning environment, the noise will have a significant impact on school sporting events and other outdoor assemblies.**

**Environmental noise regulations usually specify a maximum outdoor noise level of 60 to 65 decibels!**

The HST schedule is anticipated to operate between the hours of 5 am and midnight, with scheduled round trips 5-6 times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing the system.

- Noise induced hearing loss is the most prevalent **irreversible** industrial disease.
- Noise produces stress reactions and anxiety.
- Noise affects the cardiovascular system and can increase blood pressure.
- There is an increased risk of accidents associated with noise.
- There is a correlation between low birth weight babies, birth defects and high sound levels. (World Health Organization)
- Young children exposed to noise have a higher heart rate than children in quieter surroundings.
- Exposure to noise stress place people at an increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress.

Noise will have a huge impact on my animals and my family. I like to garden and work outdoors on my property. I like to sleep with my windows open. I am worried about the cardiovascular health impacts of noise. I am worried about developing hearing loss. I am worried about the stress reactions and startle effects of noise. I need quiet time for study and for prayer. My pets are all outside pets. Sometimes I just need "quiet time" sitting on my porch. I believe that I will be within the range of sensitive receivers if the Red Rover Mine alignment is chosen. Next to safety and air quality, noise is my biggest concern. Will the HSRA soundproof my house? Will sound barriers be erected along the track? How is the HSRA going to prevent sound from echoing and amplifying up my canyon? Please address these specific concerns in the DEIR.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### VIBRATION

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, the motion from a large blast can be perceived from far away. **Humans and animals alike react** to the faint motion with reflexes of alert and fear, which have their origin in the distant past, when the need to react by flight to the approach of a bigger animal was a condition for survival. Vibrations are still to a certain extent interpreted as warning signals, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources which are difficult to identify, such as from blasts some distance away are unconsciously registered by human as very disturbing- especially if there is no warning beforehand.

In construction work, in addition to the ground vibrations generated by blasting, activities such as driving, piling and trucks or trains travelling nearby also generate ground vibrations. At some distance from the source just mentioned, the wavelength range of vibration will dominate- whether it is generated by blasting, other construction activities, or by road or rail traffic. At very long distances, the Rayleigh wave in rock can have a wavelength longer than 100 m.

The connection between vibration and damage to buildings is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. **In extreme cases very small vibrations can be the triggering cause of significant damage**, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations. **Dynamic stress from vibrations can accelerate the development of such damage**. This is often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the HST is significant. Vibration impacts will continue with the operation of the HST.

What are the HSRA's plans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? I would like the structural integrity of my buildings, home and pool to be certified at the expense of the HSRA before a shovel hits the ground.

We insist that the health impacts to **humans and animals** from vibration exposure be included in the DEIR for Acton and monitored throughout the construction process.

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## Submission I586 (Kim Roth, August 27, 2014) - Continued

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### OTHER IMPACTS

The HSRA has not reached out to our disabled community members or shut-ins for their comments and concerns regarding this project. We have had disabled citizens of Acton come forward who are unable to complete their comment card, unable to type, or do not have email access. This population has been underserved by the HSRA authority even though they will be suffering the negative impacts of this HST project. The HSRA has not done its job with community outreach programs.

### OTHER CONSIDERATIONS

The manner in which this project has been **segmented by the HSRA** poses a significant disadvantage to the Acton community. We have been informed that the HSRA is not required to choose an alternative alignment (completely underground or avoiding the entire community of Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of phase 1 of the HST, the HSRA cost analysis of avoiding Acton can exclude this option as a more favorable route alignment. This segmentation has placed an additional disproportional impact on the community of Acton.


**We object to the manner in which the HST alignments have been segmented and expect this impact to be addressed in the DEIR.**



Kim Roth


Long term resident of Acton  
34755 Garlock Road

Submission I587 (Linda Rowe, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: LINDA ROWE		DATE: 08-11-14	
MEETING LOCATION: ACTION		AFFILIATION:	
ADDRESS: 5205 SOLEDAD CYN RD		EMAIL: LRowe914@yahoo.com	PHONE:
CITY: ACTION	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
THE SANTA CLARA RIVER IS A VERY SENSITIVE ECOSYSTEM. WATER IS GOLD! STAY AWAY FROM THE RIVER BED			
THE 14 IS A TRANSPORTATION CORRIDOR- KEEP THE TRAIN ON IT.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
CALIFORNIA IS BROKE - IT CAN'T AFFORD THIS TRAIN. NO-ONE WANTS THIS TRAIN (except politicians PUT THE ENTIRE PROJECT BACK ON THE BALLOT- AND <del>for employees who will retire on it</del> ) LET CALIFORNIANS KICK IT OUT!!			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.			

Submission I588 (Linda Rowe, August 28, 2014)

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 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: LINDA ROWE		DATE: 03-25-2014	
MEETING LOCATION: ACTON		AFFILIATION: STAKEHOLDER	
ADDRESS: 5205 SOLEDAD CYN RD PO BOX 89		EMAIL: LROWE910@YAHOO.COM	PHONE: 661 269 1880
CITY: ACTON	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
Please refer to attached pages.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I588 (Linda Rowe, August 28, 2014) - Continued

Linda Rowe, 5205 Soledad Cyn Rd, Acton CA 93510, [LRW@att.com](mailto:LRW@att.com)

page 2/3

It is difficult to comment on specific potential impacts of an undeclared route though the alternative corridor. I cannot know if I have any personal concerns of my property being impacted until a final route selection is announced.

These are some of my concerns I would like included as scoping comments.

Regarding the Alternative Route/Angles Forest Alignment.

The Santa Clara River bed is an environmentally sensitive area. It is one of only 2 natural river systems remaining in Southern California. In this time of extreme drought and water shortage natural river beds should be completely avoided. There is a tremendous amount of wildlife, including recognized threatened and endangered species, (including but not limited to the unarmored three spine Stickleback fish, California red-legged frog, arroyo southwestern toad), living in this river bed valley/wildlife corridor. How will HSRA identify and protect their habitat? Will the HSRA avoid areas which have already been recognized as habitat for these species and that have already been set aside for habitat preservation? Native vegetation and birdlife will also be effected. The riverbed and the surrounding areas support a variety of other wildlife & birdlife including, but not restricted to, bobcats, coyote, raccoon, bear, deer, heron, eagles & egrets. The sound of the train, if anywhere near the river bed or its tributaries will frighten wildlife away from the only water source available. This will have negative impact on the continued survival of all wildlife in the area. Native vegetation and birdlife will also be affected. This area needs environmental protection to maintain harmony in the ecological system.

There are known Indian artifacts and protected relics in this area. There is a high potential for discovery of historic Native American burial sites in the Soledad Canyon corridor. How will these resources be identified & protected. What if these sites are discovered during construction?

An above ground rail-line will detract from existing open spaces & mountain views, particularly in rural areas of Acton away from the transportation corridor of the 14 freeway. An elevated viaduct would cause visual pollution, and detract from existing landscape features. How will this be addressed by the HSRA?

The Pacific Crest Trail, designated as a National Scenic Trail since 1968, traverses this area. How will HSRA deal with this?

Exposure to regular herbicide use associated with maintenance of track right of ways is a concern. What is the risk of herbicide drift? This could adversely affect agriculture in the Soledad Canyon corridor. It would also be hugely detrimental to the Santa Clara River and its tributaries. How will this issue be monitored & controlled?

Bootlegger Canton Rd & Maryhill Rd could be impacted via the Alternative Corridor, if it follows the Soledad Canyon corridor. If these roads, which only have one access point, are crossed by the HSR how

## Submission I588 (Linda Rowe, August 28, 2014) - Continued

Linda Rowe, 5205 Soledad Cyn Rd, Acton CA 93510, [LindaRowe@comcast.net](mailto:LindaRowe@comcast.net)

page 3/3

will residents access their property, particularly during the construction phase? There is no alternative evacuation route in case of fire, viaduct collapse, slope failure etc. Also, this is an area with a high risk of fire.

Soledad Canyon Road is a commuter roadway to north and south of Acton. There is a high potential for transportation and traffic impacts, during construction, if any HSRA vehicles use this roadway. How will HSRA ensure safety of motorists during this phase. Rural routes are inadequate for construction traffic. Who will be responsible for repairing damage to roadways?

The area of the Alternative Alignment includes canyons & mountainous terrain. Sound travels differently than on flat land, it bounces and magnifies with the canyons & valleys. Will noise studies take into account the unique topography of each part of each route?

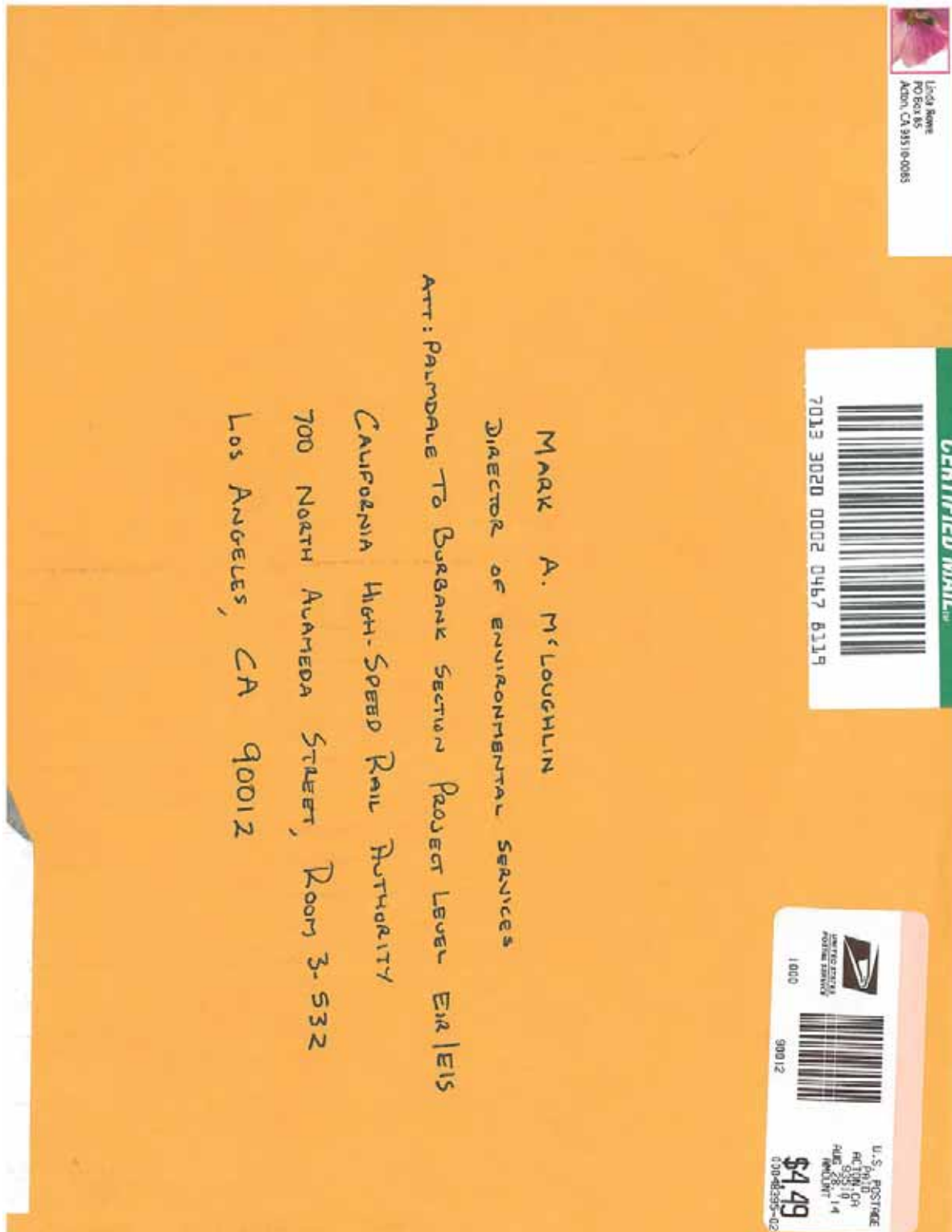
I am concerned about the noise pollution effects from HSR sound, both during the construction phase and operation. If my property is affected, the extreme noise will cause physical stress, possible leading to health issues, including affecting the cardiovascular system. It would also disrupt sleep patterns in the evening & early morning hours, and cause emotional distress, and possible depression. Actual hearing loss could also be an issue. Enjoyment of a peaceful, rural area will be severely affected. How will HSRA address & mitigate these stresses?

Most of rural Acton relies on well water for residential, as well as agricultural, needs. How will HSRA ensure that any rail alignment, particularly the Alternative Study corridor, will not have a detrimental effect on the water supply. Where will HSRA draw on for the tremendous amount of water required for this project? California is in a long term severe drought, water is not an infinite resource. The water for this project, if sourced locally, will be a huge drain on the local aquifers, affecting additional areas other than those directly affected by the route. How will residents be compensated for damage to their well - loss of production, contamination etc? My well was rated in late 2013. If effected, how will any effects be measured, and compensated?

Acton Town Council, and local standards, have strived to maintain "dark skies" in Acton, by ensuring any night lighting is kept to the absolute minimum, to conserve energy and resources and promote dark skies for the enjoyment and health of humans and wildlife. How will HSRA work to ensure any visual light pollution is minimized, both during construction and operation?

Will the authority monitor soil contamination from trenching, drilling & boring? Will these results be released to the public? Serpentine rock is a part of the geology of Acton. Drilling/boring through this rock brings high risk of releasing asbestos particles. How will HSRA monitor and control this?

Submission I588 (Linda Rowe, August 28, 2014)



## Submission I589 (Linda Rowe, August 31, 2014)

### Palmdale - Burbank - RECORD #390 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Linda  
**Last Name :** Rowe  
**Professional Title :**  
**Business/Organization :**  
**Address :** 5205 Soledad Canyon Rd  
**Apt./Suite No. :** PO Box 85  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** lrowe910@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** From: Linda Rowe, 5205 Soledad Canyon Rd, Acton CA 93510,

PO Box 85 Acton Ca 93510  
LROWE910@yahoo.com

It is difficult to comment on specific potential impacts of an undeclared route though the alternative corridor. I cannot know if I have any personal concerns of my property being impacted until a final route selection is announced.

These are some of my concerns I would like included as scoping comments.

Regarding the Alternative Route/Angles Forest Alignment.

The Santa Clara River bed is an environmentally sensitive area. It is one of only 2 natural river systems remaining in Southern California. In this time of extreme drought and water shortage natural river beds should be completely avoided. There is a tremendous amount of wildlife, including recognized threatened and endangered species, (including but not limited to the unarmored three spine Stickleback fish, California red-legged frog, arroyo southwestern toad), living in this river bed valley/wildlife corridor. How will HSRA identify and protect their habitat? Will the HSRA avoid areas which have already been recognized as habitat for these species and that have already been set aside for habitat preservation? Native vegetation and birdlife will also be effected. The riverbed and the surrounding areas support a variety of other wildlife & birdlife including, but not restricted to, bobcats, coyote, raccoon, bear, deer, heron, eagles & egrets. The sound of the train, if anywhere near the river bed or its tributaries will frighten wildlife away from the only water source available. This will have

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## Submission I589 (Linda Rowe, August 31, 2014) - Continued

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negative impact on the continued survival of all wildlife in the area. Native vegetation and birdlife will also be affected. This area needs environmental protection to maintain harmony in the ecological system.

There are known Indian artifacts and protected relics in this area. There is a high potential for discovery of historic Native American burial sites in the Soledad Canyon corridor. How will these resources be identified & protected. What if these sites are discovered during construction?

An above ground rail-line will detract from existing open spaces & mountain views, particularly in rural areas of Acton away from the transportation corridor of the 14 freeway. An elevated viaduct would cause visual pollution, and detract from existing landscape features. How will this be addressed by the HSRA?

The Pacific Crest Trail, designated as a National Scenic Trail since 1968, traverses this area. How will HSRA deal with this?

Exposure to regular herbicide use associated with maintenance of track right of ways is a concern. What is the risk of herbicide drift? This could adversely affect agriculture in the Soledad Canyon corridor. It would also be hugely detrimental to the Santa Clara River and its tributaries. How will this issue be monitored & controlled?

Bootlegger Canyon Rd & Maryhill Rd could be impacted via the Alternative Corridor, if it follows the Soledad Canyon corridor. If these roads, which only have one access point, are crossed by the HSR how will residents access their property, particularly during the construction phase? There is no alternative evacuation route in case of fire, viaduct collapse, slope failure etc. Also, this is an area with a high risk of fire.

Soledad Canyon Road is a commuter roadway to north and south of Acton. There is a high potential for transportation and traffic impacts, during construction, if any HSRA vehicles use this roadway. How will HSRA ensure safety of motorists during this phase. Rural routes are inadequate for construction traffic. Who will be responsible for repairing damage to roadways?

The area of the Alternative Alignment includes canyons & mountainous terrain. Sound travels differently than on flat land, it bounces and magnifies with the canyons & valleys. Will noise studies take into account the unique topography of each part of each route?

I am concerned about the noise pollution effects from HSR sound, both during the construction phase and operation. If my property is affected, the extreme noise will cause physical stress, possible leading to health issues, including affecting the cardiovascular system. It would also disrupt sleep patterns in the evening & early morning hours, and cause emotional distress, and possible depression. Actual hearing loss could also be an issue. Enjoyment of a peaceful, rural area will be severely affected. How will HSRA address & mitigate these stresses?

Most of rural Acton relies on well water for residential, as well as agricultural, needs. How will HSRA ensure that any rail alignment, particularly the Alternative Study corridor, will not have a detrimental effect on the water supply. Where will HSRA draw on for the tremendous amount of water required for this project? California is in a long term severe drought, water is not an infinite resource. The water for this project, if sourced locally, will be a huge drain on the local aquifers, affecting additional areas other than those directly affected by the route. How will residents be

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Submission I589 (Linda Rowe, August 31, 2014) - Continued

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compensated for damage  
to their well - loss of production,  
contamination etc? My well was rated in  
late 2013. If effected, how will any effects be measured, and compensated?

Acton Town Council, and local standards, have strived to  
maintain "dark skies" in Acton, by ensuring any night lighting is kept to the  
absolute minimum, to conserve energy and resources and promote dark  
skies for  
the enjoyment and health of humans and wildlife. How will HSRA work to  
ensure  
any visual light pollution is minimized, both during construction and  
operation?

Will the authority monitor soil contamination from  
trenching, drilling & boring? Will these results be released to the  
public? Serpentine rock is a part of the  
geology of Acton. Drilling/boring through this rock brings high risk of  
releasing asbestos particles. How will HSRA monitor and control this?

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

**Form Letter :**

## Submission I590 (Scott Rowe, September 12, 2014)

### Palmdale - Burbank - RECORD #788 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :**  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Scott  
**Last Name :** Rowe  
**Professional Title :**  
**Business/Organization :**  
**Address :** 5205 Soledad Canyon Road  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** srowe2014@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** To: California High Speed Rail Authority  
September 2014 11

palmdale\_burbank@hsr.ca.gov  
From: Scott Rowe, Property owner and stakeholder  
  
5205 Soledad Canyon Road  
  
Acton, CA 93510

Scoping comments Palmdale to Burbank Segment

Hello,

While it's hard to comment on an as of this date unchosen and unknown route through my area, I will address a number of conflicts and potential problems.

I cannot know if I have any personal concerns of my property being impacted until a final route selection is announced, except as regards water since this segment goes through the Upper Santa Clara River watershed and that alone has the potential for devastating consequences, especially in this current and forecast drought. These are some of my concerns I would like included as scoping comments.

Regarding the Alternative Route/Angles Forest Alignment.

The Santa Clara River bed is an environmentally sensitive area. It is one of only 2 natural river systems remaining in Southern California. In this time of extreme drought and water shortage natural river beds should be completely avoided. There is a tremendous amount of wildlife, including recognized threatened and endangered species, including but not limited to the unarmored three spine Stickleback fish, California red-legged frog, arroyo southwestern toad, Southwestern Pond Turtle, living in this river bed

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## Submission I590 (Scott Rowe, September 12, 2014) - Continued

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valley/wildlife corridor. Of the 35 sensitive species that inhabit the area, 14 are considered threatened or endangered by State and/or Federal agencies.

How will CHSRA identify and protect their habitat?

Will the CHSRA avoid areas which have already been recognized as habitat for these species and that have already been set aside for habitat preservation? Native vegetation and bird life will also be affected. The Upper Santa Clara River and its watershed support a variety of other wildlife & bird life including, but not restricted to, bobcats, coyote, raccoon, black bear, cougar, grey fox, mule deer, heron, eagles & egrets.

The sound of the train, if anywhere near the river bed or its tributaries will frighten wildlife away from the only water source available. This will have negative impact on the continued survival of all wildlife in the area. Native vegetation and birdlife will also be affected. This area needs environmental protection to maintain harmony in the ecological system.

There are known Indian artifacts and protected relics in this area. The US Forest Service has mapped hundreds of archeological sites along and in this study area. There is a high potential for discovery of other historic Native American living and burial sites in the Upper Santa Clara River and Soledad Canyon corridor.

How will these resources be identified & protected.

What if these sites are discovered during construction?

What will CHSRA do to protect these resources?

An above ground rail-line will detract from existing open spaces & mountain views, particularly in rural areas of Acton away from the transportation corridor of the 14 freeway. An elevated viaduct would cause visual pollution, and detract from existing landscape features. How will this be addressed by the CHSRA?

The Pacific Crest Trail, designated as a National Scenic Trail since 1968, traverses this area. How will CHSRA deal with this? The Nature Conservancy owns a large part of Arrastre Creek and utilizes it for protection the listed endangered 3 spined unarmored stickleback and other species.

Exposure to regular herbicide use associated with maintenance of track right of ways is a concern. What is the risk of herbicide drift? This could adversely affect agriculture in the Soledad Canyon corridor. It would also be hugely detrimental to the Santa Clara River and its tributaries. How will this issue be monitored & controlled?

If local areas with residences, which only have one access point, are crossed by the CHSR how will residents access their property, particularly during the construction phase? There is no alternative evacuation route in case of fire, viaduct collapse, slope failure etc. Also, this is an area with a high risk of fire.

A large part of this area is a liquefaction zone as well as listed by Los Angeles County as a Sensitive Environmental Area. Rural routes are inadequate for construction traffic. Who will be responsible for repairing damage to roadways?

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## Submission I590 (Scott Rowe, September 12, 2014) - Continued

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The area of the Alternative Alignment includes canyons & mountainous terrain. Sound travels differently than on flat land, it bounces and magnifies with the canyons & valleys. Will noise studies take into account the unique topography of each part of each route?

I am concerned about the noise pollution effects from CHSR sound, both during the construction phase and operation. If my property is affected, the extreme noise will cause physical stress, possible leading to health issues, including affecting the cardiovascular system. It would also disrupt sleep patterns in the evening & early morning hours, and cause emotional distress, and possible depression. Actual hearing loss could also be an issue. Enjoyment of a peaceful, rural area will be severely affected. How will CHSRA address & mitigate these stresses?

Most of rural Acton relies on well water for residential, as well as agricultural, needs. How will CHSRA ensure that any rail alignment, particularly the Alternative Study corridor, will not have a detrimental effect on the water supply. Where will CHSRA draw on for the tremendous amount of water required for this project? California is in a long term severe drought, water is not an infinite resource. The water for this project, if sourced locally, will be a huge drain on the local aquifers, affecting additional areas other than those directly affected by the route. How will residents be compensated for damage to their well - loss of production, contamination etc? My well was tested for quality and flow in late 2013. If affected, how will any detrimental effects caused by CHSRA be measured, and compensated?

Will CHSRA go to each individual well and measure output and quality prior to start of any construction in the area?

Los Angeles County has very high standards for any new water well which in this area has become difficult if not impossible to meet. How will CHSRA mitigate damage to water wells resulting from its activity?

Will CHSRA pay 100% of the cost of bringing alternate water sources into the affected area in perpetuity if wells are adversely impacted?

Acton Town Council, and local standards, have strived to maintain "dark skies" in Acton, by ensuring any night lighting is kept to the absolute minimum, to conserve energy and resources and promote dark skies for the enjoyment and health of humans and wildlife. How will CHSRA work to ensure any visual light pollution is minimized, both during construction and operation?

Will the authority monitor soil contamination from trenching, drilling & boring? Will these results be released to the public? Serpentine rock is a part of the geology of Acton. Drilling/boring through this rock brings high risk of releasing asbestos particles. Any such waste material must be kept wet and any potential runoff of any contaminated water must be contained and treated. How will CHSRA monitor and control this?

How will CHSRA address any property devaluation resulting from it's construction of a high speed rail system in this area? How will CHSRA address any property

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Submission I590 (Scott Rowe, September 12, 2014) - Continued

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devaluation concerning my property due to the activities of CHSRA?

If and when a final route for the Palmdale to Burbank  
Section is announced, I reserve the right to make further scoping and  
environmental comments for the record.

Thank you

Scott Rowe 11 September 2014

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

Unknown

**Form Letter :**

Submission I591 (Karynne Ruiz, August 26, 2014)

To Mark McLoughlin,

Aug. 26, 2014

Mr. McLoughlin,

Please stop the plan to put the High Speed Railway through the Angeles National Forest from Burbank to Palmdale, known as the Alternative Corridor.

The area of this planned Alternative Route goes directly through an important natural habitat for animals, recreational areas for equestrians and residential communities. The disruption and/or extinction to these areas would be horrific.

Please STOP the "Alternative Corridor" route and STOP the DESTRUCTION TO the Hansen Dam and Shadow Hills areas.

Thank you,

Karynne Ruiz  
2348 Elmdale Ave.  
Simi Valley CA 93065  
(818) 631-5422

Submission I591 (Karynne Ruiz, August 26, 2014)



Submission I592 (Felipe Ruiz, August 26, 2014)

Mr. Mark McLoughlin  
Director of Environmental Services  
High Speed Rail Authority  
700 N. Alameda Rm 3-532  
Los Angeles, CA 90012

August 26, 2014

Dear Mr. McLoughlin,

I'm writing to protest the planned Alternative Route for the High Speed Railway that would go through the Hansen Dam and Shadow Hills areas from Burbank to Palmdale.

This alternative route would destroy the area and the animals and plants in the corridor. It would degrade the neighborhoods and reduce the quality of life for residents in the area. It would also disrupt the recreational activities in the area.

The high speed rail is not needed. Please stop this planned Alternative Route from Burbank to Palmdale.

Sincerely,

Felipe Ruiz  
9660 Sepulveda #10  
North Hills, CA 91343-6815

Submission I592 (Felipe Ruiz, August 26, 2014)



## Submission I593 (Gina Rush, August 30, 2014)

### Palmdale - Burbank - RECORD #457 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Gina  
**Last Name :** Rush  
**Professional Title :**  
**Business/Organization :**  
**Address :** 11280 Sheldon St  
**Apt./Suite No. :**  
**City :** Sun Valley  
**State :** CA  
**Zip Code :** 91352  
**Telephone :**  
**Email :** ginacide@adelphia.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Hello, I am writing you regarding the new high speed rail project "Study Area" proposed for: Shadow Hills, Sun Valley, Tujunga, Hansen Dam sights

I am a resident of Sun Valley/Shadow Hills and have found it to embody one of the last equestrian communities as well as; an environment for bicycle enthusiasts, nature trails and wildlife that holds a gentle and majestic beauty. I find it terrible irresponsible and unimaginably destructive to consider defacing this area with the vague and nondescript plan that appears to put our lives and lifestyles in danger. I find it unconscionable to even consider this area as a sight for High Speed rail; the damage to a community and wild lands would be unforgivable. I beg you to find an unloved area that is used for industry rather than our beloved area that we utilize and care for, preserve and fight to keep for the future.

I believe the economic impact of developing this area would be extremely unfeasible, Property values would be destroyed, the scenic beauty of this area would be scarred, all that we cherish would be in jeopardy. Wildlife could face peril and death, our equestrian serenity would explode with the shocking sounds and dangers of the high-speed rail. Trails and our American heritage would suffer irreparably; many lives would be impacted negatively and unjustly.

Please do not consider this area for High Speed Rail in the future.

Gina Rush

11280 Sheldon St Sun Valley Ca 91352

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

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Submission I594 (J. Russell Brown, Downtown Los Angeles Neighborhood  
Council Chair DLANC Public Safety Committee, August 31, 2014)

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**Palmdale - Burbank - RECORD #374 DETAIL**

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** J.  
**Last Name :** Russell Brown  
**Professional Title :** Chair DLANC Public Safety Committee  
**Business/Organization :** Downtown Los Angeles Neighborhood Council Chair DLANC Public Safety Committee  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** dlanc.jr2brown@gmail.com  
**Cell Phone :** 213-999-0379  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Attended the meeting in north valley Lakeview Terrace.

Good meeting.

Please study short cut routes under mountains from Palmdale to Burbank.

Long windy route long freeway and communities is too impact.

Tunnel is better and faster. And probably same cost.

--

J. Russell Brown  
Vice President Administration  
Downtown Los Angeles Neighborhood Council  
Chair DLANC Public Safety Committee

Downtown Streetcar Bringing Back Broadway Chair  
Regional Connector Community Leadership Council Co-Chair

DLANC.jr2brown@gmail.com  
Cell 213-999-0379  
FAX 213-341-2382

Words Of Wisdom

Teamwork divides the task and doubles the success.

The art of being wise is the art of knowing what to overlook. William  
James

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Submission I594 (J. Russell Brown, Downtown Los Angeles Neighborhood  
Council Chair DLANC Public Safety Committee, August 31, 2014) - Continued

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	"The best way out is through." Robert Frost
	"The line that is straightest offers the most resistance." Leonardo DaVinci
	"Genius is eternal patience." Michaelangelo
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

## Submission I595 (Joe and Angie Ryan, August 26, 2014)

### Palmdale - Burbank - RECORD #648 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 9/3/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Joe  
**Last Name :** Ryan  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** joe@amp-packaging.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mark,

We oppose the HSR above ground alignment going through the SCV via Sand Canyon.

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community

IF EMAIL:

Mr Mark A. McLoughlin  
Subject Line "Palmdale to Burbank Section EIR/EIS  
palmdale\_burbank@hsr.ca.gov  
If you send an E-mail, please Blind CC: scvtaskforce@gmail.com

**EIR/EIS Comment :** Joe and Angie Ryan  
Yes

## Submission I596 (Kristin C. Sabo, August 28, 2014)

### Palmdale - Burbank - RECORD #557 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Kristin C.  
**Last Name :** Sabo  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10949 Longford Street  
**Apt./Suite No. :**  
**City :** Lake View Terrace  
**State :** CA  
**Zip Code :** 91342  
**Telephone :** (818) 470-1746  
**Email :** ksabo@wildwildwest.org  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Dear Mr. McLoughlin and High Speed Rail colleagues,

I completely oppose the Alternative Corridor - New Study Area.

The original SR-14 and I-5 alternative(s) is the only logical choice. Those routes are already transportation corridors and it should be no surprise to any stakeholders near them when projects that upgrade the transportation use of these corridors are planned and executed.

It is completely shocking you would suddenly choose to put this huge project through parkland, residential properties, sensitive environmental areas, watersheds, national recreation areas and a national forest as would happen if you foolishly selected the Alternative Corridor - New Study area for this project.

It is indeed irresponsible for High Speed Rail [HSR] to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR as well.

I am opposed to any of the lines coming through (i.e above ground or beneath) the Angeles National Forest, Little Tujunga Wash, the Big Tujunga Wash, Hansen Dam, Shadow Hills, Sunland, and Lake View Terrace.

All HSR lines need to go through commercial and industrial areas and pre-existing designated transportation corridors! They should never go

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Submission I596 (Kristin C. Sabo, August 28, 2014) - Continued

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through residential or sensitive environmental land and properties.

The myriad of environmental obstacles will create insurmountable costs and is therefore not feasible.

Due to geology, any rail going through Hansen Dam and through property next to Little Tujunga will likely have to be above ground until the liquefaction layer is crossed. Such an ill-conceived project would damage the integrity of our local regional park (Hansen Dam) and threaten the equestrian activity that has withdrawn to this area as one of the very few remaining horse communities in LA City.

If the the Alternative Corridor - New Study Area is foolishly selected, -property values would plummet . After all, this area: Big Tujunga Wash, Little Tujunga Wash, Hansen Dam, Sunland, Shadow Hills, Lake View Terrace, La Tuna Canyon, and the Angeles National Forest, was never a transportation corridor.

If the Alternative Corridor - New Study Area is foolishly selected, multiple endangered species that inhabit this area would be significantly impacted, including the Least Bell's Vireo, the Santa Ana Sucker, the Cactus Wren, the Slender-Horned Spineflower, and more.

If the the Alternative Corridor - New Study Area is foolishly selected, related construction would become an attractive nuisance, attracting graffiti and related impacts that never before have been in this area since it is not currently a transportation corridor.

If the the Alternative Corridor - New Study Area is foolishly selected, related vehicular and transportation created pollution will be introduced to previously unpolluted sensitive watershed areas including the Tujunga Watershed, the Verdugo Watershed, and the Angeles National Forest.

Do the right thing. Drop the Alternative Corridor - New Study Area from this project completely and route the train up the longstanding transportation corridors of original SR-14 and I-5 alternative(s).

Thank you,

Kristin C. Sabo [10949 Longford Street, Lake View Terrace CA 91342,  
(818) 470-1746, ksabo@wildwildwest.org]

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KRISTIN C. SABO  
ksabo@wildwildwest.org

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

Do not prefer Alternative Corridor

**Form Letter :**

## Submission I597 (Dave and Peggy Sadler, August 27, 2014)

### Palmdale - Burbank - RECORD #278 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Dave and Peggy  
**Last Name :** Sadler  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Simi Valley  
**State :** CA  
**Zip Code :** 93063  
**Telephone :**  
**Email :** davepeggys@reagan.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority 770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

We are writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

We also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Twice over the years we have seen the freeways in those areas totally ruined by earthquakes on the San Andreas Fault. It's only a matter of time before we have another one. This needs to be taken into consideration with any plan that you consider.

Please pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

David and Peggy Sadler P.O. Box 630061, Simi Valley, CA 93063

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

## Submission I598 (Ann Salazar, August 27, 2014)

### Palmdale - Burbank - RECORD #295 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Ann  
**Last Name :** Salazar  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** ann.agids@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. I strongly feel that the proposed route would negatively impact schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue an alternative solution for the route between the Antelope Valley/ San Fernando Valley/ Burbank station that is less costly, environmentally friendly, and less community-intrusive.

The hope of our community depends on it.

Sincerely,  
Ann Salazar  
Associate Member, American Institute of Architects  
Allied Member, American Society of Interior Design

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## Submission I598 (Ann Salazar, August 27, 2014) - Continued

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email or the information contained in this email, is strictly prohibited. If you have received this email in error, please notify us immediately by replying to this message and deleting the original message. Thank you.

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

Submission I599 (Eugene Salinsky, August 19, 2014)

CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Eugene Salinsky	DATE: Aug. 19, 2014		
MEETING LOCATION: Los Angeles US	AFFILIATION:		
ADDRESS: 616 N. Sweetzer Ave. 301	EMAIL:	PHONE:	
CITY: Los Angeles	STATE: Ca.	ZIP: 90048	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: Route from Stockton to Los Angeles should be <del>from</del> on I-5, improve Amtrak service between Bakersfield and Oakland. Route from San Francisco to Stockton should be <del>also</del> in the pass near the Union Pacific former Western Pacific tracks (Altamont Pass)			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I600 (Kris Salter, August 27, 2014)

### Palmdale - Burbank - RECORD #615 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Kris  
**Last Name :** Salter  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Sand Canyon  
**State :** CA  
**Zip Code :** NA  
**Telephone :**  
**Email :** scvtaskforce@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Begin forwarded message:

> From: skylerzmom@aol.com  
> Subject: Palmdale to Burbank Section EIR/EIS  
> Date: August 26, 2014 at 2:46:56 PM PDT  
> To: palmdale\_burbank@hsr.ca.gov  
>  
> Dear Mr. Mark A. McLoughlin,  
> If you can't eliminate this useless "train to nowhere" please know that I, a  
resident of Sand Canyon, strongly oppose this project.  
>  
> PLEASE:  
> Support The preferred alignment direct from Burbank to Palmdale,  
bypassing the Santa Clarita Valley all together (as proposed by Supervisor  
Antonovich).  
> We definitely oppose the above ground alignment:  
> 1. Much too close to two schools putting over 1000 elementary school  
children in danger and the sound will negatively impact learning in the  
classroom  
> 2. Eliminates a community church  
> 3. Eliminates houses and negatively impacts neighborhoods, reducing  
property values and raping people of retirement equity.  
> 4. Sound Impacts would be negative for all residents throughout the East  
end of Santa Clarita.. Again quality of life issues and property values  
deminshed - in addition to ruining the one of a kind quiet, rural, horse  
property we enjoy close to Los Angeles.  
> 5. Visual impacts would be negative for all residents throughout the East  
end of Santa Clarita. Same issues as above  
> 6. Eliminates a job center approved for our community which would help  
bring back the property values that have already been affected by the last  
economic downturn.  
> \\L  
> Kris Zimmerman Salter

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Submission I600 (Kris Salter, August 27, 2014) - Continued

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**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I601 (Vickie Sampson, August 24, 2014)

### Palmdale - Burbank - RECORD #678 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/24/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Vickie  
**Last Name :** Sampson  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** vsampson@aol.com  
**Cell Phone :** 818 439 7582  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** I live in the Shadow Hills community. We value our rural lifestyle amidst the busy-ness of LA. We have horses and go riding in the Hansen Dam area. The Palmdale to Burbank route would seriously disrupt the reason we bought our home here in the first place. And probably devalue it a lot!

There are many water resources and natural springs that would be disrupted. There are active earthquake faults and it is a major flood plane with a history of severe flooding (which I have personally witnessed!) There are unstable geology areas subject to liquification. A route through the mountains would be 10 times more costly according to a prior Metrolink study.

And it is beyond reason to put a route through a less economically affluent area for the sold benefit of those more affluent communities.

It is one of last areas of undisturbed natural flora and fauna, wildlife and wonderful miles of hiking trails and horseback riding.

I object strongly to putting a bullet train through this, one of the few remaining, rural communities in the LA area. Please find another route. We need more nature, not less!

Thank you,

Victoria Sampson  
Shadow Hills resident, horse owner  
Shadow Hills Property Owner  
ETI Corral 20 member

Writer/director/editor  
818 439 7582  
<http://www.imdb.com/name/nm0760222/>

**EIR/EIS Comment :** Yes

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## Submission I602 (Joseph Sanderson, August 8, 2014)


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Palmdale - Burbank - RECORD #152 DETAIL	
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Status :	Pending
Record Date :	8/18/2014
Response Requested :	No
Submission Date :	8/8/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Joseph
Last Name :	Sanderson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	joseph.sanderson@yale.edu
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	<p>There has been some concern that HSR will interfere with plans for Metro's proposed East SFV corridor. The Authority should work closely with Metro and Metrolink to minimize disruption.</p> <p>Additionally, the authority should consider building tracks in such a way that faster Metrolink service could be provided on other tracks alongside the High Speed tracks.</p>
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Ryan Sanduck		DATE: 08/11/14	
MEETING LOCATION: Acton		AFFILIATION: professional (urban planner) / public interest	
ADDRESS: —		EMAIL: Ryan.Sanduck@grail.com	PHONE: (916) 572-5431
CITY: Sacramento	STATE: CA	ZIP: 95747	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
- endangered / threatened species → the report - grading / drainage and runoff from track design / construction			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: I think that this project will be this generation's contribution to the future, and that its importance cannot be overestimated. Thank you for all the hard work!!			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I604 (Mo Sasadd, August 6, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Mo SASADD</i>		DATE: <i>8-6-14</i>	
MEETING LOCATION: <i>Burbank</i>		AFFILIATION: <i>Home owner</i>	
ADDRESS: <i>10112 KESWICK ST</i>		EMAIL: <i>MSASADD@AOL.COM</i>	PHONE: <i>818-504-9639</i>
CITY: <i>SUN VALLEY</i>	STATE: <i>CA</i>	ZIP: <i>91352</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <i>I am for the high speed rail and only concerned about my house and its proximity to the rail.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

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Submission I605 (Constance Saunders, Meridian Capital Real Estate Services  
/ Captain of the Hansen Hills Neighborhood Watch, August 19, 2014)

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Mark A. McLoughlin  
Director of Environmental Services Attn: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority, 700 N Alameda Street, Room 3-532 Los Angeles, CA 90012

08/14/2014

**Re: High Speed Rail Burbank to Bakersfield Proposal for NO Negative Community Impact**


Dear Sir,

The map, attached, shows visually the plan I propose. Detail Level is in bird's eye view of landscape pictures printed and presented at the Lake View Terrace meeting to those interested tonight.

**Summary of Detail:**

1. Follow existing RR tracks from LAX to Burbank Airport then (going above/next to tracks as approvals allow) up to Sun Valley at San Fernando and Sheldon Ave. The wash water funnels into this area and it is owned by "Valley Reclamation Company." This property goes NE to Glenoaks and covers square area from Tujunga Ave to Sheldon and San Fernando to Glenoaks.
2. Cross intersection with bridge from Valley Reclamation area in a NE direction through the property owned by "Consolidated Rock Products Company" at Osborne and Sheldon (cattycorner from the Northeasterly end of "Valley Reclamation Company" lot at Glenoaks and Sheldon). Consolidated Rock Products goes NE to Glenoaks and covers area from Wentworth to Sheldon and Glenoaks to Foothill.
3. Then continue NE through the southerly portion of the Hansen Dam, specifically the region called "the wash", then continue NEasterly up through Lake View Terrace's wash to "Little Tujunga Canyon Road". This section of road does not have homes on it and is at the entry of the Angeles Crest National Forest region.
4. Then build the rail next to or above this road winding north easterly all the way to the point it merges (and proceeds in a northerly direction) becoming Sand Canyon Road.
5. Then continue to build the HSR above/next to Sand Canyon Road until it exits the National Forest area of Angeles Crest into an area where homes exist. To the left of the homes is a wash area forming which continues all the way to the RR tracks running along to South of Solidad Canyon Blvd in Santa Clarita.
6. Continue to build the HSR above or next to the RR tracks below Solidad Canyon easterly until it meets with those just past Sierra Highway.
7. Continue northerly on Sierra Highway past Lancaster up to Tehachapi where it can link up with the Tehachapi RR tracks leading into Bakersfield.

I've spoken with many residents of this region and know their chief concern is taxes and disruption to the communities along the San Fernando tracks north of Sun Valley. This plan avoids all community disruption all the way up to Bakersfield and beyond at least cost (with no need for expensive tunneling) so less impact on community by way of taxation.

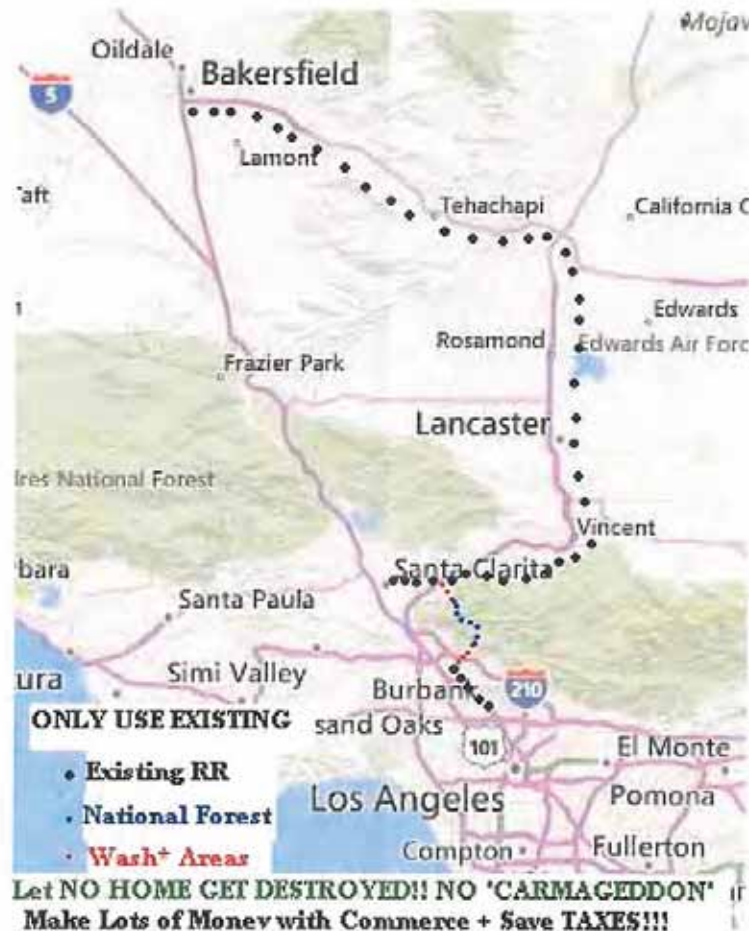
Thanks,  Constance Saunders, Licensed RE Agent # 01841211 with Meridian Capital Real Estate Services, Inc. and am Captain of the Hansen Hills Neighborhood Watch. (818) 415-5712

Submission I605 (Constance Saunders, Meridian Capital Real Estate Services  
/ Captain of the Hansen Hills Neighborhood Watch, August 19, 2014) - Continued

**No Impact on Communities but positive!!**

**WE ALL WIN Plan**

Go above or beside - existing Rail Road lines, National Forest Roadways and \*Wash Area ONLY.  
Cost Effective use by Going Above/Beside National Forest Roads and Wash Areas! Will **SAVE TAXES!!!!!!** and  
**Speed up completion** of this amazing project leading the Country to **Flourish and Prosper!**  
\*Wash Area is for flood washes going through Sun Valley, Lake View Terrace and Santa Clarita.



Grid: Black Crosses = Existing Rail Lines / Blue Squares = National Forest / Red Squares = Wash Area  
Most people support the concept of High Speed Rail but are afraid of the costs to them in taxes,  
'eminent domain' issues, noise and vibration. This plan reduces noise, costs and stays away from major  
highways (reducing years of 'carmageddon' issues) while reducing time for construction; **saving taxes!**  
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Submitted for your review and approval by Constance Mary Saunders, California Realtor and Agent with  
Meridian Capital Real Estate, Inc. License # 01841211 & Captain of Hansen Hills Neighborhood Watch.

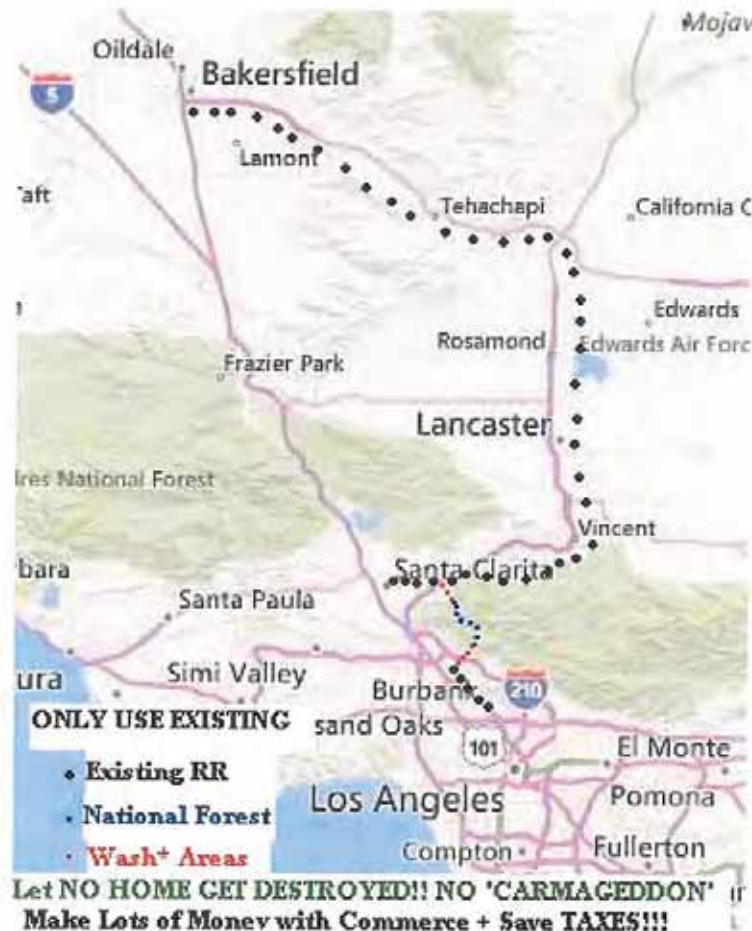
Any Questions Call: (818)415-5712 or Office Phone (818) 890-0131.

Submission I605 (Constance Saunders, Meridian Capital Real Estate Services  
/ Captain of the Hansen Hills Neighborhood Watch, August 19, 2014) - Continued

**No Impact on Communities but positive!!**

**WE ALL WIN Plan**

Go above or beside - existing Rail Road lines, National Forest Roadways and \*Wash Area ONLY.  
Cost Effective use by Going Above/Beside National Forest Roads and Wash Areas! Will **SAVE TAXES!!!!!!** and  
**Speed up completion** of this amazing project **leading the Country to Flourish and Prosper!**  
\*Wash Area is for flood washes going through Sun Valley, Lake View Terrace and Santa Clarita.



Grid: Black Crosses = Existing Rail Lines / Blue Squares = National Forest / Red Squares = Wash Area  
Most people support the concept of High Speed Rail but are afraid of the costs to them in taxes, 'eminent domain' issues, noise and vibration. This plan reduces noise, costs and stays away from major highways (reducing years of 'carmageddon' issues) while reducing time for construction; **saving taxes!**  
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Submitted for your review and approval by Constance Mary Saunders, California Realtor and Agent with Meridian Capital Real Estate, Inc. License # 01841211 & Captain of Hansen Hills Neighborhood Watch.  
Any Questions Call: (818)415-5712 or Office Phone (818) 890-0131.

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Submission I606 (Connie Saunders, August 25, 2014)

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Connie Saunders  
12661 Gain Street  
Pacoima, CA 91331  
(818)415-5712 (cell)

To: Mark A. McLoughlin  
Director of Environmental Services  
Attn: Palmdale to Burbank Section Project Level EIR/EIS  
California High Speed Rail Authority  
700 North Alameda Street, Rm 3:532  
Los Angeles, CA 90012

8/22/2014

Dear Mr. McLoughlin,

I am a Realtor in Southern California and have been working diligently to get the perfect solution for your High Speed Rail, so that there will be the least amount of opposition from home owners & least expense to you (which translates as well to taxpayers). My principal purpose is in helping you to achieve a path for the rail that is under as few residences as possible. Having spoken with many homeowners on this I've come to learn that their opinions can get much exaggerated of the facts when there is the slightest doubt as to potential effects. Residences could end up collapsing should the rail collapse beneath it (for whatever reason, flood, quake, hand of god), and regardless of the added supports you assure, it would be difficult to handle the general feeling of compromise. Part of your expense will involve the handling and alternative remedies demanded should a less than optimal solution be adopted. BUT, if we can avoid residential property altogether, we will avoid much of this – which translates to getting into a fast track much sooner.

I've studied the route for residences along the current scoping corridor and have selected out two options for you where the tunnel will only go directly under just a few dozen residences. In addition these will then allow a straight line run of about 17 miles under the Angeles National Forest to intersection of Hwy 14 and Sierra Highway, where it can go under or over the train tracks along Sierra Highway. Where there are minor wiggles and turns, it is to avoid as many residences as possible, or to angle towards the Sierra Highway tracks from its direction after passing the residential zones and any turns are just in the first 7 miles of travel from Burbank and when the train will need to turn to get under the RR tracks to running along Sierra Highway's North to Palmdale.

I've spoken with two of your engineers when at the scoping meetings at Sylmar and Lake View Terrace. The most helpful one was Quentin George Earle, CCE at Hatch Mott MacDonald. I went over the plan as shown in attached drawings and in more detail under recommendations below. I've taken care of his main points of concern, in that it does not go under the Hansen Dam, and has a good 250-500 feet away from it and will be under the earth by approximately 250-350 feet at this point of the passing of the train over the closest point. He let me know that it has been determined by the HSR Authority that there will be tunneling the entire way, as the ups and downs and turns in going above ground in the Angeles National Forest are too much for the rail to bear. Based on this, the two proposals I have are for tunneling only. Please discard the proposal I gave to him for forwarding and replace with this one.

I cannot overestimate the troubles you can needlessly create for yourselves (and us all) should you elect instead to go under or over residences. That line of attack can elicit a great deal of protest, even when the protest is unfounded.

By eliminating "solutions that become problems" i.e. that cut through many residences or large communities, we can focus on the more exciting problems, like getting that tunnel boring machine into high gear as soon as possible.

## Submission I606 (Connie Saunders, August 25, 2014) - Continued

### Recommendations:

1. Use tunnel boring machine to go through most of the trains route from Burbank, through Angeles National Forest going through as little residential as physically possible, up to Palmdale.
2. I have drawn up two solutions: 'PLAN A' and 'PLAN B'. Both are identical except for their initial exit from Burbank towards Palmdale and the first seven (7) miles.
3. I would like you to take a look at both of these with the help of your engineering team and report back to me on which of these is preferable to you and why along with any preferred alternative(s). If you select an alternative, please let me know the detail of it, so that I can update the website that I will be using to communicate with any parties interested and calling me for advice and updates.

### PLAN A:

Burbank over San Fernando North West past Hwy 5. The North West traverse going through commercial all the way (dump, reclamation center, rock mine being largest lots then angling around to hug the western edge of Shadow Hills, going directly under only a few dozen properties, then past Hwy 210 and into the Angeles National Forest.

### PLAN B:

Going Straight North on North Hollywood Way and San Fernando tracks, then at Hwy 5, beginning to gently circle right and another gentle left then straight up to and under Sunland Blvd at the intersection of Hwy 210 (the slopes are to avoid residences), avoiding or barely touching under any residences in Burbank and brazing one or two in Sunland and La Tuna canyon but again not interfering with more than a couple of dozen properties.

I believe both of these routes are comparable in value and far exceeding any other possible (for the homeowners peace of mind and value of this in terms of savings of time, litigation, protests, etc).

Thanks for your time and let me hear from you soon.

Sincerely,

Constance Saunders



## Submission I606 (Connie Saunders, August 25, 2014) - Continued

Connie's Plan A and B are intended to be the two best options to avoid rail travel under Residential properties. If no elevation used in boring from Burbank Airport to Hwy 210, it is expected most residences will be 200 or more feet above the RR tunnel. Only after boring into Angeles Crest does the machine elevate 50ft/mile



"Option A" continues to follow San Fernando up NW and around commercial properties, such as warehouses, the Reclamation Center crossing Penrose and Roscoe then hugging Wentworth as it comes close but not touching Hansen Dam property. It is projected to be approximately 250-350 feet below ground level once crossing under that farthest west region of Shadow Hills and (other than commercial) this route only goes directly below a couple dozen residential properties. From the point of crossing Hwy 210 it is set up with a straight line to Sierra Hwy and Hwy 14.

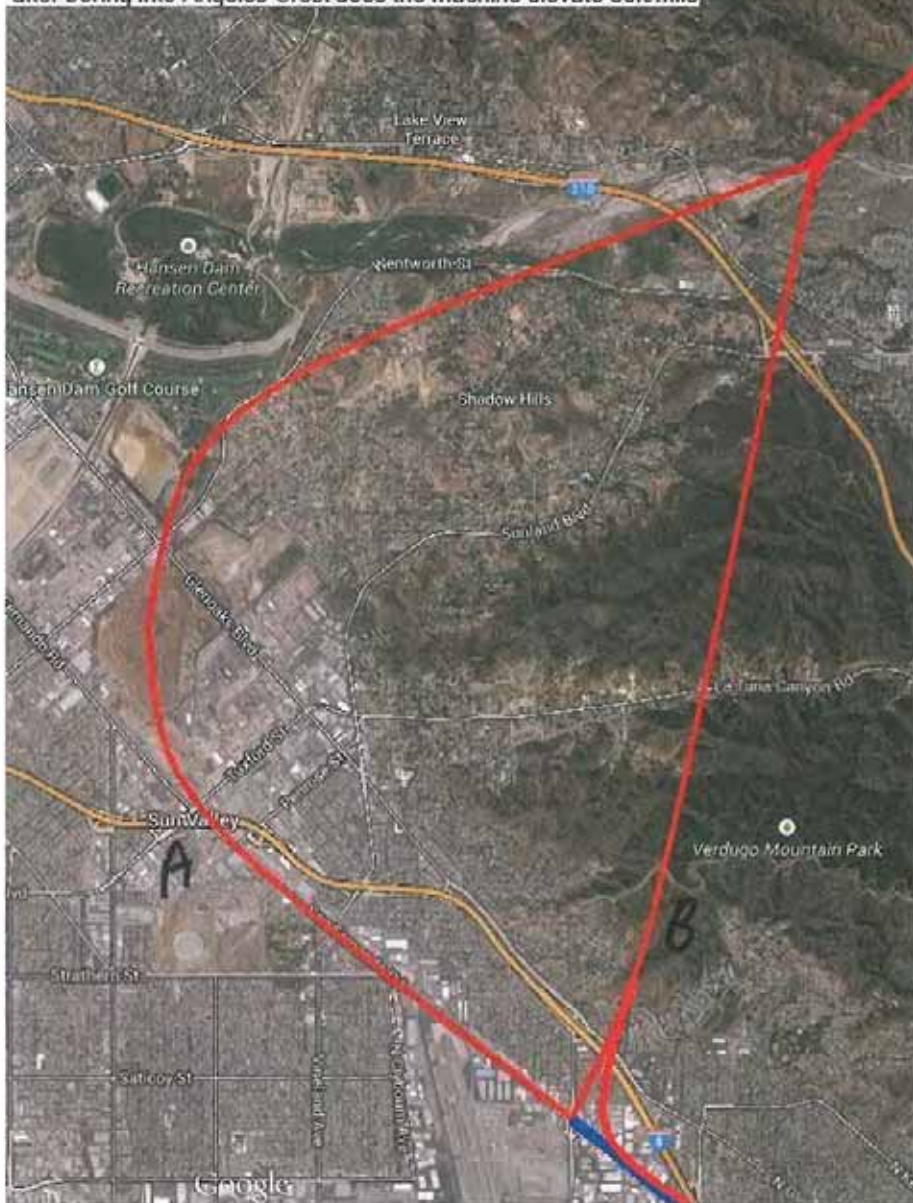
"Option B" bends initially at an obtuse angle then travels straight, about 6 miles beginning at San Fernando tracks and N. Hollywood Way 10-15 degrees NE under Hwy 5, across portions of Villa Cabrini Estates on its way towards 210, crossing under Sunland Blvd/210 ramps (not residential property) and into the Angeles Forest barely grazing any residential properties on the Sunland Side.

Then once well into the Angeles Forest it takes an obtuse angle turn to get on track with Plan A for a straight line to Sierra Hwy & 14.

Either plan, once at Sierra Hwy RR tracks & 14 takes another obtuse turn north to Palmdale.

## Submission I606 (Connie Saunders, August 25, 2014) - Continued

Connie's Plan A and B are intended to be the two best options to avoid rail travel under Residential properties. If no elevation used in boring from Burbank Airport to Hwy 210, it is expected most residences will be 200 or more feet above the RR tunnel. Only after boring into Angeles Crest does the machine elevate 50ft/mile



Submission I606 (Connie Saunders, August 25, 2014)



## Submission I606 (Connie Saunders, August 25, 2014) - Continued



Submission I606 (Connie Saunders, August 25, 2014)



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Submission I607 (Norma Saylor, August 25, 2014)

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To Mark A McLoughlin, Director of Environmental Services  
ATTN: Palmdale to Burbank Project Section  
Re: Scoping Comments

8/25/14

As a property owner in Canyon Country, I am on the edge of the border between Agua Dulce and I more closely identify with Agua Dulce and I have enjoyed this rural lifestyle for over 40 years. My objection to the High Speed Rail Project through this area is founded in several concerns starting with the possible endangerment of the water supply to the individual and public wells of the area. I live approximately 10 miles from at least one of the proposed tunnel sites and I am concerned that the drilling will affect my water supply for my personnel well. My other concern with this is how will the Rail Authority address this potentially disastrous result of the tunneling and how will the sphere of influence from the drilling be determined, this area is a large fracture zone and the least little earth tremor, underground blast or other ground vibration can and has disturbed the local water supply. To go with the fact that this is a fracture zone there are several earthquake faults in the area and the San Andreas fault is in close proximity to several of the proposed routes; how will the Rail Authority protect the local residents from potential disasters of the rail line collapsing, tunnel collapse, downed catenary lines (which could spark a wild fire) or viaduct collapse not to mention how will the Rail Authority protect the riders of the HSR line during such an event. Just this week there was a very vivid reminder of the damage an earthquake will cause and that was on a fault line the USGS were unaware even existed, I imagine that the same thing will happen here in this area one day.

Another concern is all of the extra traffic such construction will create, the roads in this area were never intended to support that sort of surge in usage by heavy trucks and equipment, not to mention the pollutants that will be spewed by the construction equipment, that WILL have a very negative impact on the local environment.

Also during the construction phase the soil will be disturbed and the potential for an increase of Valley Fever, caused by the release of ground dwelling spores into the atmosphere, is very real as there is an increase in Valley Fever infection after every earthquake in this area. There are other potential health risks to be concerned with because of the resulting change in the air quality of the area. Currently this area has very clean air with pollutants localized around SR 14 due to the traffic that would change with construction of the HSR.

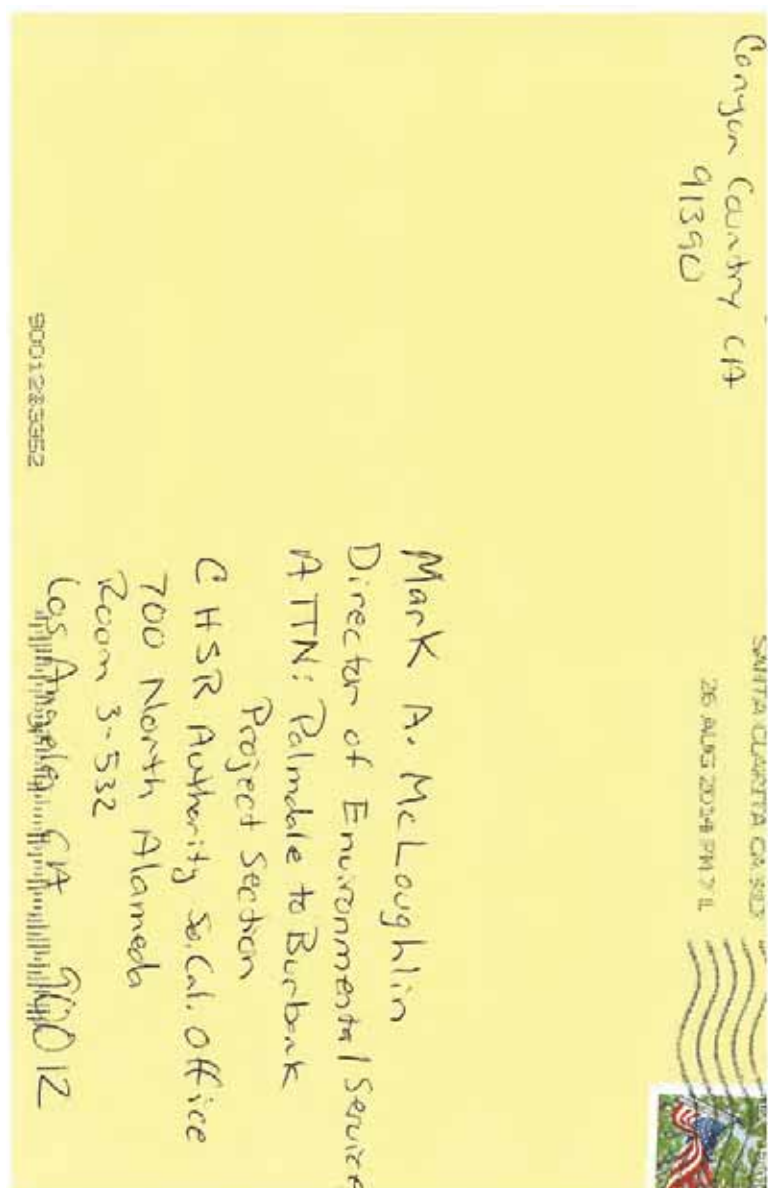
This is an area abundant in wild life and that diversity will be threatened with the construction and operation of the HSR in the area. The Santa Clara River, which is downstream from the Soledad Canyon watershed, is the LAST WILD RIVER in Los Angeles County and should be maintained as one. There is a large and diverse eco system that would be highly affected by the cast off from the construction as it travels downstream to the Santa Clara River, this includes several endangered species. Further the Santa Clara River drains through a major agricultural area of Ventura County which accounts for millions of dollars in production for Southern California. The farms in that area get most if not all of their water from the Santa Clara riverbed and construction castoff will affect the quantity and quality of the water that is used in that area for farm production.

The HSR will have a far reaching negative effect which the Authority is apparently not aware of nor does the Authority seem to care to investigate the potential effect that could ruin the lives and future of many Californians.


Norma Saylor  
33993 Sierra Vallejo Rd.  
Canyon Country CA. 91390  
661-252-8894




Submission I607 (Norma Saylor, August 25, 2014)



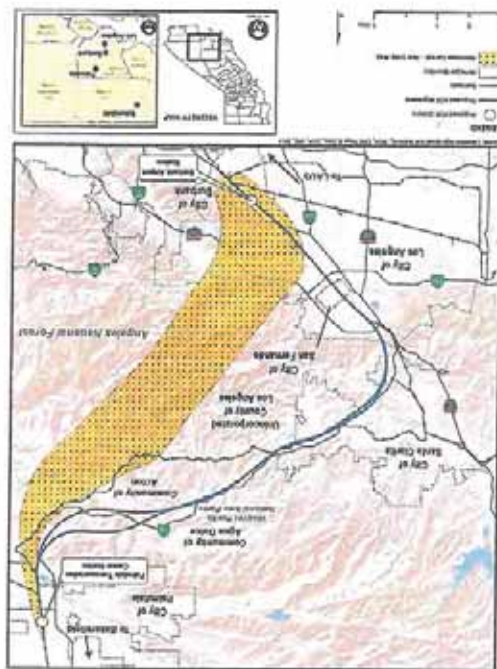
Submission I608 (Peter Schaller, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card
NAME: <i>Peter Schaller</i>		DATE: <i>8/14/14</i>
MEETING LOCATION: <i>Late View Terrace</i>		AFFILIATION:
ADDRESS:	EMAIL:	PHONE:
CITY:	STATE:	ZIP:
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK		
<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<i>Project not needed.</i>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
<i>Project not needed</i>		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I609 (Evan Schnakel, August 26, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>Evan Schnakel</u>		DATE: <u>8/22/14</u>	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: <u>1336 Wrenall Ave</u>		EMAIL:	PHONE: <u>310 203 0712</u>
CITY: <u>Los Angeles</u>	STATE: <u>CA</u>	ZIP: <u>90024</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <u>I am deeply disturbed at the thought that the Hansen Dam is being looked at as a site for rail service. I first became aware of this area when my daughter started horseback riding. I was struck by the natural beauty and wildness of the place. It is clear that a <del>large</del> public construction</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <u>project would destroy what makes this area so special. The impact on wild life, open spaces, trails for hiking and horseback riding would be a devastating loss. I am also concerned about safety - the rail service would disrupt access and safety in the Hansen Dam/wash area as well as the forest. Please <u>do not</u></u>			
ADDITIONAL COMMENTS: <u>go forward with this unnecessary project!</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I609 (Evan Schnakel, August 26, 2014)



By E-Mail:  
palmdale\_burbank@hsr.ca.gov

By Mail:  
All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



CALIFORNIA  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

LOS ANGELES CA 90012  
26 AUG 2014 PM 8 L



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303




CALIFORNIA  
High-Speed Rail Authority




U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I610 (Carson Schreiber, August 6, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <b>CARSON SCHREIBER</b>		DATE: <b>8-6-2014</b>	
MEETING LOCATION: <b>Burbank</b>		AFFILIATION:	
ADDRESS: <b>3624 COLWATER CYN</b>	EMAIL: <b>CARSON@STATEMAIL.COM</b>	PHONE: <b>818-606-5212</b>	
CITY: <b>STUDIO CITY</b>	STATE: <b>CA</b>	ZIP: <b>91604</b>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal requests to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>The tunnel in the Alt Study Area is the best. No street crossings, noise. It's straight and FAST! The Burbank airport station is perfect. The links w/ Amtrak, airlines and potential future light rail is a great opportunity. <sup>Station</sup> Connections at PTC makes sense too with connections to Metrolink and</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>high desert corridor + ExpressWest. The Alternative Study Area provides a direct, fast route and time is everything! Grade Separations, <sup>as well</sup> safer and make Amtrak and Metrolink faster. Early construction staging (Early Investment) to grade separate Metrolink in the SFV is an excellent idea. <sup>It</sup> Would make many people in the SFV</p>			
ADDITIONAL COMMENTS:			
<p>very happy by reducing traffic and train noise. The project will provide <del>some</del> huge economic benefits for Burbank and the Burbank Airport. <sup>We should</sup> Leverage all of the great things in Burbank - like Universal Studios &amp; NOHO arts district.</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hser.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I611 (Jim Schultz, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Jim SCHULTZ</u>		DATE: <u>8-11-14</u>	
MEETING LOCATION: <u>ACTON</u>		AFFILIATION: <u>Home Owner</u>	
ADDRESS: <u>2640 Somo Creek Dr.</u>		EMAIL: <u>WPRANCH1@GMAIL.COM</u>	
CITY: <u>ACTON</u>	STATE: <u>CA</u>	ZIP: <u>95510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>           BIGGEST CONCERN IS OUR WATER. - WHERE ARE YOU GOING TO GET WATER FOR YOUR PROJECT FROM? - MANY RESIDENTS HAVE OIL WELLS OR WELLS WITH MINIMAL OPM, YOU TAKE THE CHANCE OF DAMAGING OUR WATER SUPPLY -            WHAT ARE YOU GOING TO DO WITH THE SPOILS? TOO MANY TRUCKS TO MOVE MATERIAL. WHERE ARE YOU GOING TO STORE IT? WHAT KIND OF HOUSING? WHAT WILL THIS DO TO OUR ALREADY CROWDED ROADS         </p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>           AND FREIGHTWAYS -            BM CONCERNED ABOUT EMIGRANT DEMAIN &amp; EXPENSE AUTO GETTING A FAIR PRICE FOR MY HOME IF YOU TAKE IT. I COULD NEVER REPLACE WHAT I HAVE BUILT MY HOME IN TO NEAR WHERE I WORK. I THINK THIS PROJECT WILL RUIN ACTON AGUA DULCE &amp; MAY NEVER BE FINISHED.         </p>			
ADDITIONAL COMMENTS:			
<p>           I AM CONCERNED &amp; UPSET ABOUT THE PROPOSED GAS TAX TO PAY FOR THIS PROJECT. THE LIST GOES ON         </p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsv.ca.gov">palmdale_burbank@hsv.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.			

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Submission I612 (James Schwartz, August 26, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

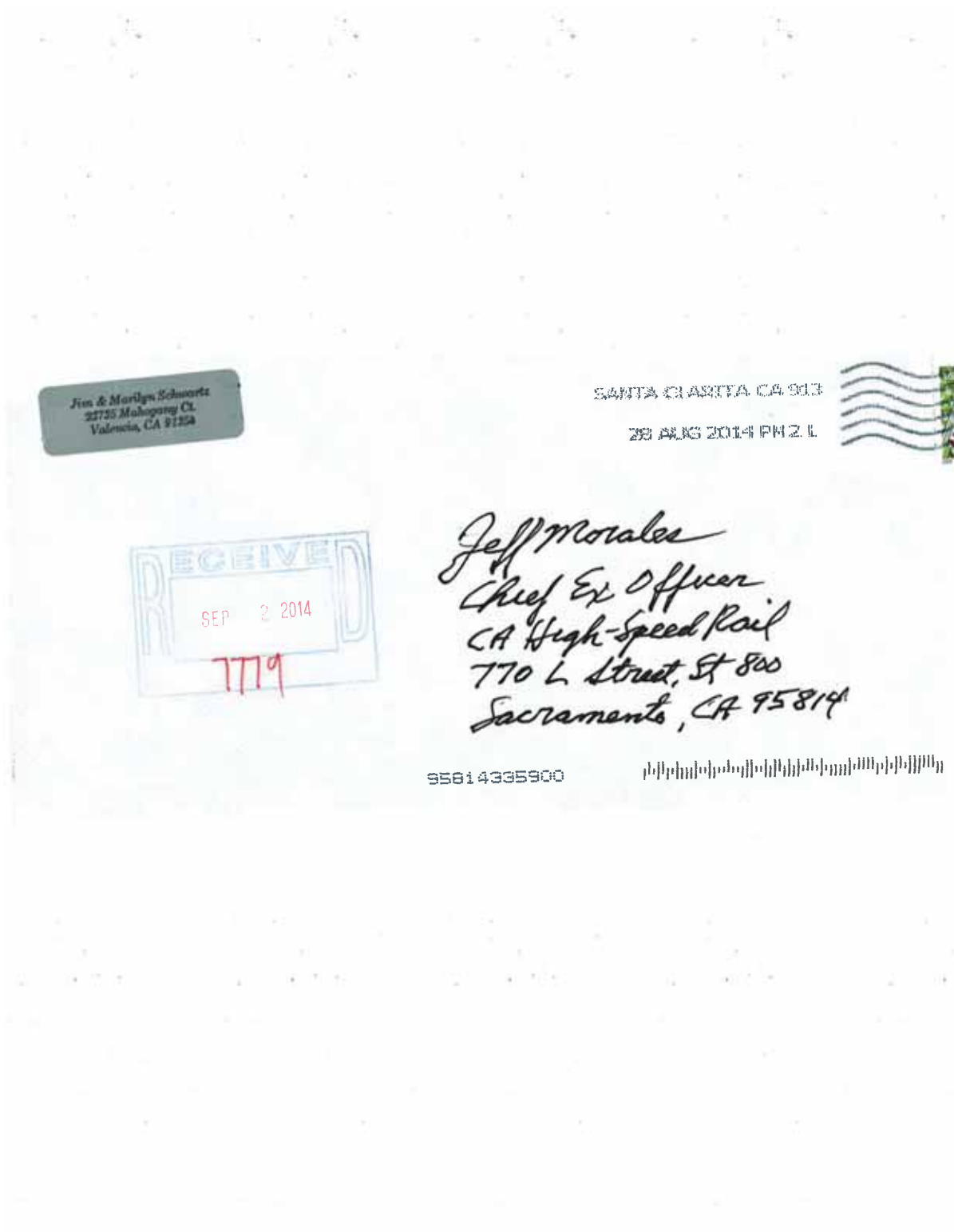
The hope of our community depends on it.

Sincerely,



Cc: CHSRA Chairman, Dan Richard

Submission I612 (James Schwartz, August 26, 2014) - Continued



## Submission I613 (Kathleen Schwartz, August 27, 2014)

### Palmdale - Burbank - RECORD #587 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Kathleen  
**Last Name :** Schwartz  
**Professional Title :**  
**Business/Organization :**  
**Address :** 15929 Mandalay Rd  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** kbmzs2@msn.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin,

I am writing in opposition to the construction of the High Speed Rail through Santa Clarita, especially through the Sand Canyon area. My husband and I recently moved to California and chose this valley because it is peaceful and quiet. Installing this rail system will absolutely change the atmosphere of this community in a most detrimental way with little to no benefit to those people who will be severely impacted in this community.

One of my major concerns is the safety of the 1000 students who attend the two elementary schools that are extremely close to the currently proposed rail line route. The rail line as proposed would be a hazard to the young children in those schools. The resulting noise of that rail line in such close proximity to the schools will be detrimental to these children. Having been a teacher for 26 years, I know how loud noises can affect the learning environment.

I am also concerned that one of our local churches would be eliminated. This church has a strong sense of community. The resulting upheaval of their spiritual home would be a sad experience for those constituents with strong ties to this house of worship.

Undoubtedly, this rail route negatively impacts the homes and environment in this peaceful canyon. The rail line would also be visually detrimental, turning a country-like atmosphere into a noisy, inner-city atmosphere. In other words, this rail line, as proposed, will negatively impact property values.

Finally, this rail line route will negate the future job center for our community. As you must know, California is still struggling to return to its former prosperity, and a job center is integral to people still searching for jobs and to California's continuing development.

The alternate route through the Angeles National Forrest would be more direct and less invasive to our thriving, peaceful community. It has true merit and I hope you will sincerely consider this alternate route.

Thank you for your consideration.

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Submission I613 (Kathleen Schwartz, August 27, 2014) - Continued

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Sincerely,

Kathie Schwartz  
15929 Mandalay Rd  
Santa Clarita, CA 91387

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Prefer Alternative Corridor
<b>Form Letter :</b>	

## Submission I614 (Bill Schwartz, August 27, 2014)

### Palmdale - Burbank - RECORD #589 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Bill  
**Last Name :** Schwartz  
**Professional Title :**  
**Business/Organization :**  
**Address :** 15929 Mandalay Road  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** billschwartz45@msn.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mr. Mark A. McLoughlin

I am sure you have received numerous comments about this subject, but I think it is so important, I am compelled to share my thoughts with you. I am completely opposed to this route coming through the Santa Clarita Valley when the shorter, less impactful and less expensive route is directly from Burbank to Palmdale through the Angeles National Forest.

The above-ground route through the SCV has many shortcomings, including the following: 1) too close to two schools, putting over 1,000 elementary students in potential danger and negatively impacting the classrooms with the sound of the train, 2) eliminating a community church, 3) eliminating houses and negatively impacting neighborhoods, 4) negatively impacting residents throughout the east end of Santa Clarita with the sound and visual aspects of the train, and 5) eliminating a Job Center approved for our community. The loss in property value will be significant and is also completely avoidable.

Thank you for considering my viewpoint and for working diligently to enact an easier, cheaper, smarter solution by using the tunnel approach via the Angeles National Forest rather than going through the Santa Clarita Valley.

Sincerely,

Bill Schwartz  
15929 Mandalay Road  
Santa Clarita, CA 91387

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Prefer Alternative Corridor  
**Form Letter :**

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## Submission I615 (Sara Seeley, August 21, 2014)

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### Palmdale - Burbank - RECORD #199 DETAIL

**Status :** Pending  
**Record Date :** 8/23/2014  
**Response Requested :** No  
**Submission Date :** 8/21/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Sara  
**Last Name :** Seeley  
**Professional Title :**  
**Business/Organization :**  
**Address :** 23914 Summerhill Lane  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91354  
**Telephone :** 661-609-6200  
**Email :** saraseeley@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Good Evening,

Just weighing in on the high speed rail which might have a path through the sand canyon area of Santa Clarita. My husband (Fred Seeley) and I are opposed to the line through our community, please bypass our area. We agree with the following:

Primary points for the community to be noted in writing are:

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together

B. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community

Also from a real estate perspective I feel it will negatively impact our home values.

Thank you for your consideration.

Sincerely,

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Submission I615 (Sara Seeley, August 21, 2014) - Continued

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	Sara P. Seeley, CRS, e-Pro,SRES
	Real Estate Consultant
	Coldwell Banker Vista Realty
	23914 Summerhill Lane
	Santa Clarita, Ca. 91354
	CalBRE#01241142
	Cell Phone 661-609-6200
	E-Mail Sara@SaraSeeley.com
	Website www.SaraSeeley.com
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to SR 14

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## Submission I616 (Fred Seeley, September 2, 2014)

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<b>Palmdale - Burbank - RECORD #414 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	9/2/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Fred
<b>Last Name :</b>	Seeley
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	27124 Crystal Springs Road
<b>Apt./Suite No. :</b>	
<b>City :</b>	Canyon Country
<b>State :</b>	CA
<b>Zip Code :</b>	91387
<b>Telephone :</b>	
<b>Email :</b>	fredseeley@sbcglobal.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	To: Mr Mark A. McLoughlin

Dear Mr. McLoughlin,

I am a resident of Sand Canyon near the proposed trains would exit the tunnel. I am totally against this proposed route. I have lived here for 22+ years, raised my son here, and have developed many wonderful friends. I moved here to get away from the noise and pollution of big cities. Now you want to bring all that noise and noise pollution to within a mile or so of my house.

Like many of us, my primary points for my community are:

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together

B. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community

I personally think the money could be far better spent on desalinization plants or the proposed water tunnels under the Delta. But if you have to build this boondoggle, please do the right thing and reduce the effect of the project on

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Submission I616 (Fred Seeley, September 2, 2014) - Continued

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our community. When you bureaucrats waste billions of tax dollars or borrowed dollars, what's another mile of two of tunnel?

Sincerely,

Fred L. Seeley  
27124 Crystal Springs Road  
Canyon Country, CA 91387

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**


Prefer Alternative Corridor

**Form Letter :**

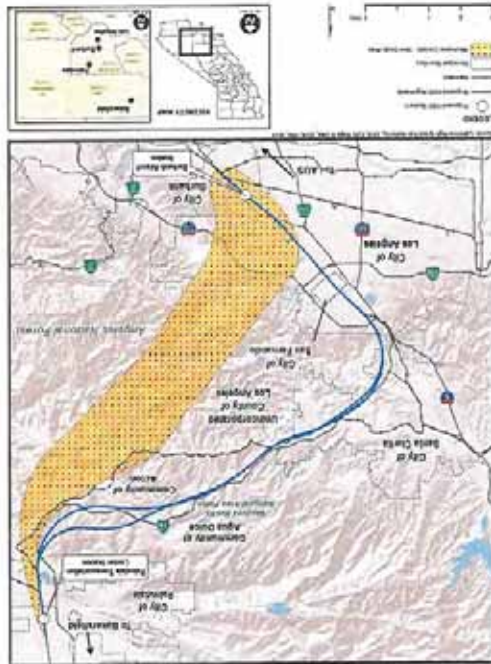
Submission I617 (Charles P. Serazio, August 11, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: Charles P. Serazio	DATE: 8/11/14		
MEETING LOCATION: Library Acton	AFFILIATION: Resident/Retired DWP		
ADDRESS: 34362 Aspen	EMAIL: xchuck@att.net	PHONE: 661 733 1245	
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ul style="list-style-type: none"><li>① Once you ruin the water table it doesn't come back</li><li>② You're not delivering what the prop. stated</li><li>③ It will never pay for its self</li><li>④ How about a prop that will help to water supply.</li><li>⑤ Upgrade more usefull modes of transportation like electric cars</li></ul>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I618 (Jeannette Sermak-Proolx, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Jeannette Sermak-Proolx		DATE: 8-25-14	
MEETING LOCATION: Lake View Terrace		AFFILIATION: Homeowner Shadow Hills	
ADDRESS: 9937 Rancho Caballo		EMAIL: jsermakproolx@gmail.com	PHONE: 818 353-7306
CITY: Shadow Hills	STATE: CA	ZIP: 91040	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  The map shown is nearly 500 square miles in the path of the proposed rail. It is not appropriate to put a high speed rail through the mountains. This will harm wildlife as well as the peace & tranquility we protect or homes have for.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  The environmental obstacles raises insurmountable costs & is unfeasible.			
ADDITIONAL COMMENTS:  The lines need to go through commercial & industrial areas, not residential or in a sensitive environment. The original route 14 & 5 are far superior			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I618 (Jeannette Sermak-Proolx, August 27, 2014)



By E-Mail:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

By Mail:

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:



CALIFORNIA  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

9001233953 0057



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I619 (Melissa Serrano, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale a Burbank</b> Tarjeta de Comentarios de Alcance	
NOMBRE: <u>Melissa Serrano</u>		FECHA: <u>8-28-2014</u>	
LUGAR DE LA REUNIÓN: <u>Sylmar H.S.</u>		AFILIACIÓN: <u>Residente</u>	
DIRECCIÓN: <u>2016 Garber St.</u>		CORREO ELECTRÓNICO:	
CIUDAD: <u>Pacifica</u>		ESTADO: <u>Ca</u>	
TELÉFONO: <u>(818) 897-4862</u>		CÓDIGO POSTAL: <u>91331</u>	
¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍO? (Marque todas las opciones que correspondan)			
<input type="radio"/> TODO EL ESTADO <input checked="" type="radio"/> PALMDALE A BURBANK <input type="radio"/> BURBANK A LOS ANGELES			
<small>*NOTA: ESTO NO SUSTITUYE LA ASISTENCIA FORMAL PARA RECIBIR AVISOS LEGALES.</small>			
POR FAVOR ENUMERE LOS TEMAS AMBIENTALES QUE LE PREOCUPAN Y QUE LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS (DECLARACIÓN DE IMPACTO AMBIENTAL/INFORME DE IMPACTO AMBIENTAL) DEL NIVEL DEL PROYECTO DE PALMDALE A BURBANK. POR FAVOR SEA LO MÁS ESPECÍFICO POSIBLE.			
<p><u>Quiero mas inf. sobre el impacto socio-económico que este proyecto tendrá en mi comunidad. Específicamente con respecto al impacto estético y calidad visual que las paredes para reducir ruido y vibraciones tendrán.</u></p>			
¿QUÉ OTRAS CUESTIONES LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS DEL NIVEL DEL PROYECTO?			
COMENTARIOS ADICIONALES:			
<p>Gracias por su participación en este importante proceso.          Por favor, presente sus comentarios de alcance en la mesa de registro o envíe por correo este formulario predirigido.          También puede enviar sus comentarios de alcance por correo electrónico a: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>.          Todos los comentarios de alcance para la sección del proyecto de Palmdale a Burbank deben presentarse antes del 31 de agosto de 2014.</p>			

Submission I619 (Melissa Serrano, August 29, 2014)



## Submission I620 (Mark Serridge, August 29, 2014)

### Palmdale - Burbank - RECORD #508 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Mark  
**Last Name :** Serridge  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9823 Wornom Avenue  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 91040  
**Telephone :** 818-273 9435  
**Email :** markserridge@gmail.com  
**Cell Phone :** 310-465 9724  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin

I am an outraged property owner in this beautiful part of Los Angeles called Shadow Hills - a town which is suddenly at grave risk of extinction thanks to your THOUGHTLESS AND POLITICALLY MOTIVATED PLANNING.

Imagine my shock when we learned in the last few weeks that our community is being considered as an alternative path to Burbank from Palmdale for the HSR? Imagine our outrage at how this news was announced so late with so little time to organize and respond? This stinks of undue political influence by business concerns in the Palmdale/Acton area - probably property developers I would suggest - and we will do everything we can to stop this ridiculous idea dead in its tracks and expose and shame those behind the plan.

The HSR has MANY options to get to Burbank via existing industrial and commercially zoned areas without wiping our homes off the map in one of Los Angeles most beautiful and rural residential areas. Even if our house wasn't demolished, the noise levels produced by the HSR would violate every existing statute in the LA County Noise Ordinances. The vibration levels also would be harmful to property and our general quality of life. In other words, Shadow Hills wouldn't be worth living in anymore.

The manner in which this alternative proposal is being communicated is frankly appalling. What gives anybody the right to draw and publish a map (as appeared in the LA Times) showing a vast area within which anybody living might lose their property to eminent domain? Just the fear factor of knowing that your property might lie in the proposed zone has almost certainly reduced the value of ALL of our properties significantly already. Unless this plan is communicated showing it will NOT pass through Shadow Hills, residents here won't be able to sell their houses here and the local economy will take a nose dive from which it may never recover.

Please be aware. We will fight this plan all the way. Communities must take precedence over corporate bottom lines. The HSR can get from Palmdale to Burbank without going through Shadow Hills. It MUST be directed through

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Submission I620 (Mark Serridge, August 29, 2014) - Continued

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industrial and commercial spaces. Just look at the map and renounce this  
plan IMMEDIATELY!

Sincerely  
Mark Serridge  
9823 Wornom Avenue  
Shadow Hills (Los Angeles)  
CA 91040  
USA  
Home (818) 273 9435  
Work/iPhone (310) 465 9724  
markserridge@gmail.com

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

## Submission I621 (Anna Serridge, August 29, 2014)

### Palmdale - Burbank - RECORD #518 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Anna  
**Last Name :** Serridge  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9823 Wornom Avenue  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** annaserridge@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Dear Mr. McLoughlin,

NO NO NO NO NO! I am completely opposed to the exploration of an alternative corridor for the HSR that threatens to ruin the communities of Shadow Hills and the Tujunga Wash. Imagine my distress at discovering recently that an alternative corridor is being proposed and advertised in the local papers, an alternative corridor that threatens to tear right through my backyard and our centuries old neighborhood.

I was fortunate enough to be included in a meeting this past week where we heard directly from Michelle Boehm that there aren't any specifics yet identified for this alternative corridor. Just a banana shaped cloud over our entire community. This is really irresponsible on the part of the HSR. Our community is historic and one of the last equestrian communities in Los Angeles. Your irresponsible plan is already putting our property values at risk, as well as creating a host of problems in an area that is already impacted by transit solutions.

Whatever lines you are proposing to build need to go through commercial and industrial areas, not rural communities or environmentally sensitive open spaces.

The original Route 14 and 5 Fwy planned route is a far superior choice. Our community will stand together to oppose this ridiculous 'alternative'. My guess is that all those developers with vested interest in 'new' construction in the Santa Clarita area and Supervisor Antovitch are at the heart of this proposal to move the already approved route. We won't stand for it! We have just begun to fight back on this issue and won't back down. Generations of families have lived here and worked hard to preserve a lifestyle that has proven to provide a healthy balance, the heart of what defines our life in Los Angeles.

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Submission I621 (Anna Serridge, August 29, 2014) - Continued

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Sincerely,

Anna Serridge  
9823 Wornom Avenue  
Shadow Hills, CA 91040

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Do not prefer Alternative Corridor
<b>Form Letter :</b>	

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Submission I622 (Patty Shaleen, August 25, 2014)

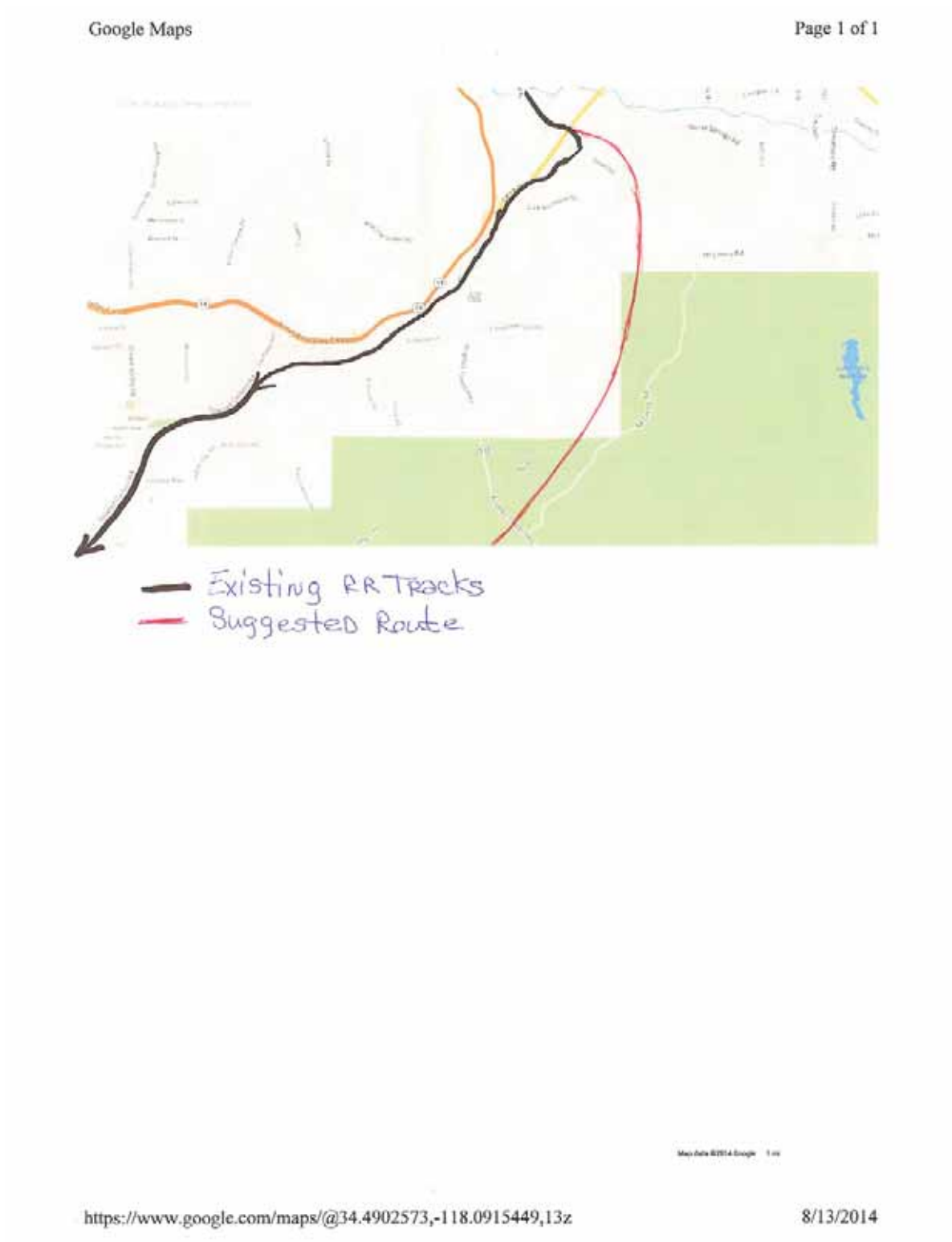
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I KNOW YOU ARE DEALING WITH DETAILS I CAN'T EVEN BEGIN TO COMPREHEND. HOWEVER LOSS OF HOME, LAND, PRIVACY, AND PEACE OF MIND ISN'T HIGH ON YOUR LIST OF CONCERNS IN THE DEMAND TO GET THE JOB DONE. THE ENTIRE ACTON COMMUNITY IS SO DISHEARTENED IN THE DISRUPTION AND DESTRUCTION THIS PROJECT WOULD BRING TO OUR COMMUNITY. I DON'T KNOW WHAT PRIORTIES YOU MUST CONSIDER IN MAPPING YOUR PROJECT BUT ALL THAT HAS BEEN PRESENTED TO OUR COMMUNITY IS SO VERY DESTRUCTIVE TO THE WAY OF LIFE WE HAVE STRIVED FOR AND BUILT INTO OUR COMMUNITY. I HAVE POURED OVER THE SATTLELITE MAPS TO SEE IF THERE IS A GOOD CORRIDOR FOR YOUR TRACKS AND THERE REALLY IS NONE. HOWEVER IF YOU TAKE INTO CONSIDERATION THE NUMBER OF DEVELOPED PROPERTIES THIS PROJECT WILL DESTROY THERE IS A CORRIDORE WHERE THE LEAST AMOUT ARE. THERE ARE STILL MANY PRIVATELY OWNED UNDEVELOPED PROPERTIES ON THIS ROUTE BUT VERY FEW DEVELOPED PROPERTIES. THIS ROUTE WOULD ALSO GIVE YOU AN EXTREEMELY WIDE CURVE TO THE TIGHT TURN THAT SEEMS TO BE A PROBLEM FOR THE HIGH SPEED RAIL.

YOU HAVE SUGGESTED THE YELLOW SWATH AS A POSSIBLE ROUTE THROUGH ACTON BUT HAVEN'T DESIGNATED A TRACK LINE YET. I'D LIKE TO SUGGEST YOU LOOK AT THE ROUTE I'M SUGGESTING CONTINUING THE TRACK IN A STRAIGHTER SLOW CURVE THROUGH PALMDALE INFLUENCE AREA ANGLING IN JUST BELOW MT. EMMA ROAD AND ENTERING THE EDGE OF THE ANGELES NATIONAL FOREST AREA SKIRTING THE POPULATED AREAS RATHER THAN PLOWING THROUG THEM.

PLEASE CONSIDER THIS AND SAVE OUR COMMUNITIES.

Submission I622 (Patty Shaleen, August 25, 2014) - Continued



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Submission I622 (Patty Shaleen, August 25, 2014) - Continued

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Google Maps

Page 1 of 1



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<https://www.google.com/maps/@34.5314905,-118.0903003,1282m/data=!3m1!1e3>

8/13/2014

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Submission I622 (Patty Shaleen, August 25, 2014) - Continued

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Google Maps

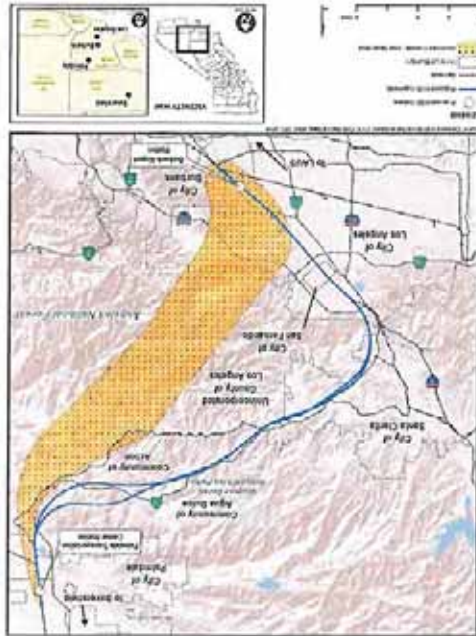
Page 1 of 1



<https://www.google.com/maps/@34.5206184,-118.0703661,5127m/data=!3m1!1e3>

8/13/2014

Submission I622 (Patty Shaleen, August 25, 2014)



palmdale\_burbank@hsrc.ca.gov

**By E-Mail:**

Mark A. McLoughlin  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section  
Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

**By Mail:**

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by **August 31, 2014**.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SN BERNARDINO CA 924

25 AUG 2014 PM 7



**Mark A. McLoughlin**  
Director of Environmental Services  
**Attention: Palmdale to Burbank Section Project Level EIR/EIS**  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

9001283653 0057



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## Submission I623 (Ike Shamieh, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #535 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Ike
<b>Last Name :</b>	Shamieh
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	ikeshamieh@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	We have done enough damage please I am concerned about the impact it's going to have on the forest and the species.
	Ike Shamieh Sent from my iPad
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

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## Submission I624 (Jill and Yehuda Shapira, August 27, 2014)

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<b>Palmdale - Burbank - RECORD #591 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/27/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Jill
<b>Last Name :</b>	Shapira
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	33260 Big Springs Road
<b>Apt./Suite No. :</b>	
<b>City :</b>	Acton
<b>State :</b>	CA
<b>Zip Code :</b>	93510
<b>Telephone :</b>	
<b>Email :</b>	jshapira@ucla.edu
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	Statewide Planning Only, Burbank - Los Angeles, Palmdale - Burbank
<b>Add to Mailing List :</b>	Yes
<b>Stakeholder Comments/Issues :</b>	August 27, 2014

To: California High-Speed Rail Authority

Palmdale to Burbank Section

From: Jill and Yehuda Shapira

33260 Big Springs Road

Acton, CA 93510

Email (Jill): jshapira@ucla.edu

Email (Yehuda): yehudashapira@hotmail.com

Subj: Proposed HSR Alignment

We offer the following concerns both specific to our area of residence and also relevant to many portions of this rail project.

Our home (Big Springs Road in Acton) is located in an elongated canyon approximately two to three miles in length and about one-half mile in width. This area also includes homes for an additional two-dozen families. Ingress and egress to this area is through one narrow private road.

According to the HSR plans and alignments currently available, it appears the HSR will cross this canyon approximately in mid length tracing a diagonal line along a South-East North-West trajectory. The plan further details that the manner in which this crossing is accomplished requires two tunnel openings

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## Submission I624 (Jill and Yehuda Shapira, August 27, 2014) - Continued

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facing into the canyon with an elevated railway between them. One tunnel opening will be built on each of the opposing canyon walls.

California Health and Safety Code Section 46000 states, "Exposure to certain levels of noise can result in physiological, psychological, and economic damage." It further goes on to mandate, "The State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise" and "All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare.

Given these edicts by state regulations, it is clear that a thorough understanding of issues related to the noise generation by the HSR construction and operations is required. The mitigation of noise so that our current peaceful and quiet environment is maintained has to be fully addressed as part of the planning for this project.

Specifically:

1. What negative effects will the sonic boom or the so-called "tunnel boom" have on the local inhabitants?
2. Are dilatory effects on domestic animals and also wild life considered?
3. What special considerations are given to the morphology of the area where noise is amplified by and contained within the surrounding canyon walls?
4. If the two tunnels openings are 8000 feet apart (as they appears on the west alignment) a train travelling at 200 MPH will generate two "tunnel booms" spaced about 27 seconds apart. What is the plan to ensure that the local inhabitants will not be exposed to two closely spaced tunnel booms, one due to entry and one due to exit, each time a train passes and for as many trains that may pass each given day?
5. What negative effects will the elevated railway crossing the canyon have on the inhabitants? How will these effects be mitigated?
6. Since the canyon contains openings to two tunnels, where will be the tunnels construction access road?
7. What negative effects will the construction activity create in the area? What plans are in place to mitigate this significant disturbance in our residential area?
8. What are the plans to eliminate the negative effects generated by the train and rail maintenance?
9. Will the existing private road require improvements?
10. If yes, then what are these plans for road improvements and how will they impact local residents?

We wish to be added to your mailing list to receive notices about Statewide, the Palmdale to Burbank section, and the Burbank to Los Angeles section of the High-Speed Rail.

Jill and Yehuda Shapira

jshapira@ucla.edu

yehudashapira@hotmail.com

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Submission I624 (Jill and Yehuda Shapira, August 27, 2014) - Continued

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EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

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Submission I625 (Scott Shepard, August 27, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

*Scott Shepard*

28647 Cloverleaf Pl., Castaic, CA 91384 661-257-2186

Cc: CHSRA Chairman, Dan Richard

## Submission I626 (Harvey Sherback, August 7, 2014)

### Palmdale - Burbank - RECORD #18 DETAIL

**Status :** Pending  
**Record Date :** 8/11/2014  
**Response Requested :** No  
**Submission Date :** 8/11/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Harvey  
**Last Name :** Sherback  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :**  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** California High-Speed Rail Authority  
CHSRA Board of Directors  
Dan Richard, Chairman

August 7, 2014

Hello Chairman Richard, CHSRA Board of Directors and Staff,

Thanks for your many good works, they are very much appreciated.

With the relentless changes brought on by climate destabilization, including California's severe drought, it's time to comprehensively redirect our water, energy and transportation policies towards more sustainable systems. The CHSRA states, "The Authority has committed to using 100 percent renewable energy for powering the system." I propose that California's Hi-Speed Rail can achieve its goal by using clean, renewable electricity generated by the Central Valley's "Photovoltaic Aqueduct System."

Water scarcity threatens to disrupt California's economy. In 2014 our snowpack and reservoirs are at record low levels. The State Water Project cannot satisfy demand. Even worse, our invisible underground water supplies are being consumed at an unsustainable rate. Because the sea level is rising and the Delta levees are sinking, salty water is slowly infiltrating the Delta, which is the source of the canal system's water. Worse again, the rising sea is pressuring ever more salty water into our depleted underground aquifers. In response, California might renovate its water infrastructure in conjunction with the development of the Hi-Speed Rail project. I have developed a simple model called the "Photovoltaic Aqueduct System."

California can repair and improve its vital water system while producing new revenues for government, income for developers and clean electricity for the nearby Hi-Speed Rail line. I have formulated the following model: shading selected portions of California's canals with photovoltaic generators. This project will help our utilities meet government mandates to provide renewable electricity. Depending on location and the developer's resources, these electricity-generating structures might span the canal like a canopy, shade

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## Submission I626 (Harvey Sherback, August 7, 2014) - Continued

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the canal like an awning or float on the canal like a barge. The reasons we recommend money-generating, water-saving, photovoltaic canal shields are listed below:

**Perfect Location:** Following the same general path as the proposed Hi-Speed Rail lines, California's canals run for hundreds of miles through desert-like conditions, ideal for the development of solar power. They are situated on secure public property, mostly government-controlled. Additionally, the canals frequently adjoin major high-voltage transmission line corridors. More than just increasing efficiency, producing photovoltaic power near the grid benefits our utility companies, who must fulfill California's strict renewable energy mandate. The Renewable Portfolio Standard (RPS) requires utility companies to purchase one-third of their electricity from renewable sources by 2020. By law, most of this new power must connect to the grid.

**Conserving Water:** A shield over the canal would help keep the water cool and clean. Blocking the sunlight, a covering would help keep the canal free from unwanted vegetation and immune to blooms of toxic algae. In addition to slowing evaporation, the electricity-generating shield will protect the canal water from absorbing agricultural chemicals and airborne pollutants like soot, soil and sand.

**Ideal Timing:** Everyone agrees, we have to act now! According to the US Interior Department, the California Aqueduct system is inadequate, antiquated and dangerously vulnerable to drought, flood and earthquake emergencies, much less the effects of rising sea levels. Our canal system needs immediate overhaul. Fortunately, interest rates are low, and the Obama administration is seeking to significantly expand the development of clean energy projects on federal lands. California has already approved this concept. In 2005, a bill was passed approving the leasing of the space above and adjacent to the State Water Project for the production of photovoltaic electricity (AB 515, Richman R, signed by Gov. Schwarzenegger).

**Photovoltaic Technology:** Power generation is agriculture's biggest competitor for water. America's coal-fired, oil-fired, natural gas and nuclear power plants consume more than 100 billion gallons of fresh water every day; only agriculture uses more water. In contrast, once installed, photovoltaic generators consume no water, except for occasional cleaning. Having no moving parts, they require minimal maintenance, make no noise and create no emissions. Long-lived photovoltaic technology also provides architectural flexibility. "Net zero" Hi-Speed Rail is achievable in California.

Governor Brown, in his 2012 State of the State address, declared that High-Speed Rail was a top priority for his Administration. The simultaneous development of the Photovoltaic Aqueduct System with Hi-Speed Rail will help to address our water crisis, replace agricultural jobs lost to drought and meet our transportation goals.

Harvey Sherback  
Berkeley, California

EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :

## Submission I627 (Zia Shields, August 28, 2014)

### Palmdale - Burbank - RECORD #574 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Zia  
**Last Name :** Shields  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** zia Shields@msn.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I implore you to not put the bullet train anywhere in or near the areas of Kagel canyon, Sunland, la tuna, Lakeview terrace....this would devastate the natural wildlife in this northeast SFV area...as well as any animals who reside in residences....this is a safe and calm area...the reason for investing myself to live here. I cannot move...and I will protest very loudly any further discussion regarding a bullet train in these areas of Nature.

Disrupting the mountains and blasting away and carting and trucking is a halt to everything this area stands for. I left the cities to stay in what I love....the beauty of nature. And the heartbreak for animals is beyond comprehension...we must protect what is left of nature and its biodiversity .....stop the bullet train around here.


Let the bullet train instead parallel the freeways that already have traffic flowing along to various directions.

This makes more sense...totally.

Respectfully,  
Zia Shields

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

Submission I628 (Leah Shirokoff, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>Leah Shirokoff</u>		DATE: <u>Aug 14, 2014</u>	
MEETING LOCATION: <u>Lake View Terrace</u>		AFFILIATION: <u>HCCA LV TIA</u>	
ADDRESS: <u>11334 Santa L Dr.</u>	EMAIL: <u>hegsmu@earthlink.net</u>	PHONE: <u>818 896-0839</u>	
CITY: <u>Hazel Canyon</u>	STATE: <u>CA</u>	ZIP: <u>91342</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>Primary concern is Fault Line - earthquakes.</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  <u>of course - will it affect my Home,</u>			
ADDITIONAL COMMENTS: <u>I am for High Speed rail. I think it will help tourism a lot.</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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## Submission I629 (Christopher Showerman, August 30, 2014)

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<b>Palmdale - Burbank - RECORD #434 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/30/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Christopher
<b>Last Name :</b>	Showerman
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	showerpower@sbcglobal.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Hi Mr. McLoughlin,

I'd like to add my voice to the concerns about the proposed route of the High Speed Train through our quiet neighborhood of Shadow Hills. I think speedy travel is fantastic and would love to use this train too, but I believe there are better proposed routed that will have much less impact on residential neighborhoods. I also believe that the proposed area is unsafe as it is prone to wildfires. The train poses a danger to the sometimes highly flammable ecosystem, and a potential entrapment in a wildfire poses a grave threat to the train and it's passengers. The Hansen Dam area is also prone to flooding.


Thank you for your work on this matter!

Sincerely,

Christopher Showerman

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

Submission I630 (Laura Sickler, August 28, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: LAURA L. Sickler		DATE: 8/28/2014	
MEETING LOCATION: Acton/Palmdale		AFFILIATION: STAKEHOLDER	
ADDRESS: 5301 Soledad Cyn		EMAIL: LYNNSP00@ATT.NET	PHONE: 661 269 0055
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>           Laura L Sickler            5301 Soledad Cyn Rd            Acton CA 93510            LYNNSP00@ATT.NET            661 269-0055         </p> <p><b>HIGH SPEED RAIL COMMENT</b></p> <p>Environmental issues impacting the Santa Clara River, the largest river system and one of only two natural rivers in southern California. The creeks and streams feeding into and out of the river, support thaw wildlife that lives and depends on the river, including the endangered least Bell's vireo, stickleback fish, and the southwestern pond turtle. Also the river supports other wildlife including cougars, coyotes, deer, bear, raccoon, rabbit, heron, egrets, eagles, raven, skunk.</p> <p>It was stated by HSR representatives in 2007 a fence would be constructed to keep wildlife, people, vehicles off the tracts and corridors would be constructed for the above to access their homes and habitats. A corridor would only enable the cougar, coyote, bear, raccoon to lay in wait for it's prey. Plus many of the wild life are able to climb fences, can you imagine what would happen if a family of raccoons or worse yet, several large bear, were on the tracks and a train traveling 200 mph collided with them?</p> <p>Numerous homes depend on pure unadulterated water wells in Acton/Ravenna. If tunneling were implemented wells would be heavily impacted. Is High Speed Rail Authority going to guarantee replacing water destroyed by HSR and in the quality and quantity currently being used. For instance numerous agriculture farms in the area: Blum Ranch, Columbo Lilac Ranch, etc., use tremendous amounts of water daily. How can HSR possibly guarantee them water.</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I630 (Laura Sickler, August 28, 2014)



palmdale\_burbank@hsrca.gov

**By E-Mail:**

Los Angeles, CA 90012  
h Alameda Street, Room 3-532  
nia High-Speed Rail Authority  
Project Level EIR/EIS  
: Palmdale to Burbank Section  
or of Environmental Services  
Mark A. McLoughlin

submit comments:  
e submitted by August 31, 2014.  
le to Burbank Project Section  
lic scoping comments for the

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT  
OF THE RETURN ADDRESS. FOLD AT DOTTED LINE

**CERTIFIED MAIL**

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda  
Los Angeles, CA 90012



U.S. POSTAGE  
PAID  
ACTON, CA  
90101  
AUG 28, 2014  
AMOUNT  
**\$6.49**  
00048395-02

**RETURN RECEIPT  
REQUESTED**

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

9001233363 0057



## Submission I631 (Robin Siegel-Meares, August 27, 2014)

### Palmdale - Burbank - RECORD #592 DETAIL

Status :	Pending
Record Date :	9/3/2014
Response Requested :	No
Submission Date :	8/27/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Robin
Last Name :	Siegel-Meares
Professional Title :	
Business/Organization :	
Address :	10767 Mountair Ave Tujunga, Ca 91042
Apt./Suite No. :	
City :	Tujunga
State :	CA
Zip Code :	91042
Telephone :	
Email :	robinjm@aol.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	I am simply in shock that we were given 3 weeks to comment on a 500 miles swatch of possible places to put High Speed Rail. I must assume that you guys have not been thinking about this for too long either.

The proposed route through virgin land is beyond irresponsible. These lines need to go through commercial and industrial areas, not residential or sensitive environmental lands and open space! The original Route along the 14 and 5 freeways is far superior.

We are the beautiful State of California not some industrial wasteland. Put these lines through areas that already have infrastructure that is similar like along freeway routes. Do not ruin ecologically sensitive areas for this High Speed Rail.

Robin Siegel-Meares  
10767 Mountair Ave  
Tujunga, Ca 91042

EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	
Form Letter :	

## Submission I632 (Ebe Sievwright, August 26, 2014)

### Palmdale - Burbank - RECORD #634 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/26/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Ebe  
**Last Name :** Sievwright  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** ebe95@hotmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To Whom it may concern,

I would like to air my personal objection to the proposed plans to build a Bullet Train through the San Gabriel area and many natural communities.

I urge you to please think about the perpetual degradation of California's natural habitats and pause for thought before you push through these plans that will only serve to rob the state further of some it's prized wildlife, flora and fauna. You and I don't just live in California because of the weather... We also love it for the natural beauty and diverse landscapes. Whether you be an individual or a group there is no real need to contribute to the rape of the land that has made much of California into corporate and commercial wasteland.

I write this plea as a request for you to think about these very simple matters.

What do you, reading this email, want your contributions to the state to be remembered as?  
Economic? Will it even be that?


Yours

Ebe Sievwright

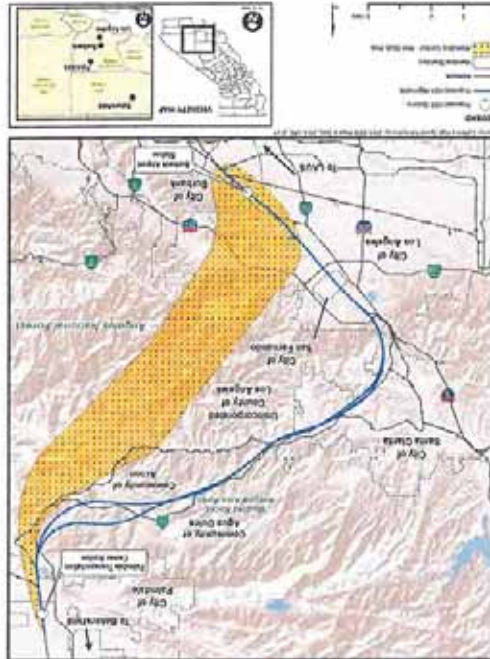
Sent from my iPhone  
Yes

**EIR/EIS Comment :**

Submission I633 (Wanda Sileau, September 2, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Wanda Soileau		DATE: 8/26/14	
MEETING LOCATION: Lakeview Terrace		AFFILIATION: property owner	
ADDRESS: 11410 Stuyland Rd		EMAIL: playclothes@prodigy.net	PHONE: 818-352-5954
CITY: Sunland	STATE: CA	ZIP: 91040	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I'm concerned with the alternate route being considered. I live in Sunland on an A2 property where I care for 9 rescue animals. If the bullet train comes thru the National Forest it would zip through our agricultural properties at 200 MPH as well as Hansen Dam which is a wildlife refuge. We are just as rural as Acton and Sand Canyon - more so!</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>Even more troubling is the construction, blasting of tunnels, workers and machinery invading the national forest to build bridges and tracks. We have already been devastated by the Station Fire and now this possible upheaval to the wildlife that is finally beginning to flourish here again.</p>			
ADDITIONAL COMMENTS:			
<p>The 14 and the 5 are already in existence. I don't see how shortening the route by 13 miles and 3 minutes - could possibly outweigh the devastation that would occur by routing through the Los Angeles Forest!</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I633 (Wanda Sileau, September 2, 2014)



By E-Mail: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

By Mail:

All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



CALIFORNIA  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

27 AUG 2014 PM 4 L



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303




CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I634 (Betty Simpson, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Betty Simpson</u>		DATE:	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: <u>11329 Clybourn</u>	EMAIL:	PHONE:	
CITY: <u>Lake View Terrace</u>	STATE: <u>CA</u>	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <u>My neighbors did not receive the mailer or it was in spanish and we speak english</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I635 (Bette Simpson, August 31, 2014)

### Palmdale - Burbank - RECORD #392 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Bette  
**Last Name :** Simpson  
**Professional Title :**  
**Business/Organization :**  
**Address :** 11329 Clybourn Avenue  
**Apt./Suite No. :**  
**City :** Lake View Terrace  
**State :** CA  
**Zip Code :** 91342  
**Telephone :**  
**Email :** bettesimpsonj@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Mark McLoughlin and all others on this committee:  
Please know that we DO NOT WANT THE BULLET TRAIN coming through the Lake View Terrace, Shadow Hills, Sunland and Tujunga communities. This is a train to nowhere that the people do not want. You have already been kicked out of one community, please do not think you can destroy ours!

There are an overwhelming number of reason not to run that train through here:

This alternate route would be a disaster to our area in terms of land values, the economy and the environment !!! This is a unique place with unique neighborhoods and people and environmentally it needs protection. For one, we are in a flood plane!! We have had major flooding through here. The Little Tujunga becomes a raging river about every 3 to 4 years!! We won't be in a drought forever. Additionally we have worked hard to protect this area with the implementation of a strong Specific Plan. What?? Does that just go out the window because of the train? The noise would be absolutely unbearable! Consider the danger to the wildlife. People will be moving out of these areas in droves and land values will plummet! We live in one of the last horse property areas in Los Angeles and it too needs protection. The last thing it needs is a train. Nobody needs that train.

Send the train back to the Santa Clarita corridor or better yet realize that no one wants this train other than the back room politicians and the people making money off of it which would include the politicians!. The people do not want this train!

Thank you.  
Bette Simpson  
Property Owner at  
11329 Clybourn Avenue  
Lake View Terrace, CA 91342

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response

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## Submission I635 (Bette Simpson, August 31, 2014) - Continued

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**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

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## Submission I636 (Tina and Jay Sircy, September 5, 2014)

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### Palmdale - Burbank - RECORD #729 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :** Yes  
**Submission Date :** 9/8/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tina  
**Last Name :** Sircy  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** tjsircy@juno.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** We were very upset to learn that your alternative plan for the Palmdale to Burbank High Speed Rail Line might run through neighborhoods in La Tuna Canyon and Shadow Hills. Los Angeles County Supervisor Michael Antonovich came up with this alternative plan to appease the people living in his district. He does not care about the ones living in La Tuna Canyon and Shadow Hills. Our community is a peaceful, rural horse community that does want any type of High Speed Rail Line running through or tunneling under our surrounding area. Mr. Antonovich thinks it would reduce costs but it will not, with all the tunneling that would have to be done.

Did you do an environmental impact study on this alternative project? If you did, you would see that this alternative plan would not be feasible.

PLEASE DROP THIS ALTERNATIVE PLAN IMMEDIATELY.

Thank you,

Tina and Jay Sircy  
La Tuna Canyon Homeowners

**EIR/EIS Comment :** Yes

## Submission I637 (John Sires, August 21, 2014)

### Palmdale - Burbank - RECORD #201 DETAIL

**Status :** Pending  
**Record Date :** 8/23/2014  
**Response Requested :** No  
**Submission Date :** 8/21/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** John  
**Last Name :** Sires  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Sand Canyon  
**State :** CA  
**Zip Code :** 00000  
**Telephone :** 877.733.2556 ext 102  
**Email :** jsires@vidsec.com  
**Cell Phone :** 818.581.7502  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. Mark A. McLoughlin,

I am writing as a resident of Sand Canyon in Santa Clarita Valley. I wanted to let you know that my family and I are long time residents and are completely opposed to the above-ground high-speed rail going through our community.

I understand that there are a couple of alignment options. I believe that the preferred alignment is directly from Burbank to Palmdale. If the decision is to go through Santa Clarita Valley (SCV) than the tunnel extension is mandatory. Anything short will destroy the community. It is a very quite community with a rich domestic and wild animal population and we pay a premium to live here. If that tranquility is lost than so will the property values and resulting tax base.

The line going through SCV will be:

Too close to two schools putting children at risk physically as well as making it impossible to study.

The cause to eliminates houses

Too close to homes putting the residents at risk physically as well as other risks and other negative impacts.

The cause of closing a community church

The cause to eliminate a job center

A visual and noise polluting rail line throughout the canyon affecting thousands of residents, pets, as well as wild animals.

I cannot see how life in the canyon could ever be the same.

Your compassion and good judgement to the matter is much appreciated.

Thank you,

John Sires  
Vidsec, LLC  
877.733.2556 ext 102

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Submission I637 (John Sires, August 21, 2014) - Continued

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661.295.4961 Facsimile  
818.581.7502 Mobile  
jsires@vidsec.com

The information contained in this e-mail and any accompanying documents is intended solely for the person and/or entity to which it is addressed (i.e. those identified in the "To" and "cc" box). They are the property of Vidsec, LLC. Unauthorized review, use, disclosure or copying of this communication or any part thereof, is strictly prohibited and may be unlawful. If you have received this e-mail in error, please return the e-mail and attachments to the sender and delete the e-mail.

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

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## Submission I638 (Katherine Sky Tucker, August 29, 2014)

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32239 Angeles Forest Highway  
Palmdale, CA 93550  
August 29, 2014

Mark A. McLoughlin  
Director of Environmental Services  
Attn: Palmdale to Burbank Section  
California High Speed Rail Authority,  
Southern California Regional Office  
700 North Alameda, Room 3-532  
Los Angeles, CA 90012

Dear Mr. McLoughlin:

Thank you for the opportunity to provide Scoping comments on the Palmdale to Burbank route of the California High Speed Rail. I am a resident of the Angeles Forest Highway area of Acton. My husband and I own a 12.5 - acre piece of property, (APN 3056-018-049) which lies within the Acton Community Standards District. The town of Acton is an established rural equestrian community. People move here to get away from the city to live the rural lifestyle. It is profoundly quiet and peaceful; the loudest noise one might hear would be ravens calling to one another or horses whinnying. When we are not working hard to maintain our rural lifestyle, the residents spend much of their time outside enjoying the rural life with their animals – riding horses on the trails, training horses, and caring for livestock and enjoying the open spaces of the area. There are many animal rescue facilities in Acton including Shambala big cat rescue owned by Tippi Hedren. Additionally, the whole east side of Acton lies within the Kentucky Springs Preserve. Blum Ranch is a historic farm in Acton built in the 1800's; peaches and pears are grown there. Acton is a small community of approx. 9-10,000 residents spread out over 100 square miles of open space. This high desert area is bounded by the Angeles National Forest on the southwest side and other mountain ranges on the north and east. Any one of the three proposed routes of the High Speed Rail routed above ground through the Acton Community would destroy the rural lifestyle, and destroy the community. I would like to question the negative impacts of the High Speed Rail in Acton on the following categories:

1. Well Impacts
2. Noise
3. CEQA and NEPA
4. Environmental Justice
5. Geology, Soils and Seismic Activity

Please note that I have used the comments of Acton resident and engineer, Jacqueline Ayer for the Well Impacts, CEQA and NEPA, and Noise categories. Ms. Ayer has approved of the use of her comments.

1. **Well Impacts:**

**"COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT**

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps

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## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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(incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

### **POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS**

Both the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential well impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant" / "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.

### **FRA/HSRA MUST PROVIDE APPROPRIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.**

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

### **FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED**

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive follow-up investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These follow-up investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

Respectfully submitted;

/s/ Jacqueline Ayer

Jacqueline Ayer

[AirSpecial@aol.com](mailto:AirSpecial@aol.com)

2010 West Avenue K, #701

August 29, 2014 Lancaster, CA 93536"

## **2. Noise**

"The following issues must be accommodated in the noise impact study that is prepared for the Palmdale-Burbank high speed train project:

- Develop a route alternative in which the train enters the Angeles National Forest ("ANF") outside of Acton (see Figure 1), remains underground in Acton, and avoids all residential areas to protect residential wells.

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## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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- Recognize that this route alternative eliminates virtually all noise impacts on *all* cities and *all* communities to the north, south, and east of the Angeles National Forest and is therefore the “Environmentally Preferred Alternative” as that term is contemplated by CEQA regulations.
- NEPA requires to that an FRA project EIS consider “direct effects, which are caused by the action and occur at the same time and place” [40 C.F.R. § 1508.8(a)]. This requirement is not satisfied the disclosure of a 24-hour averaged noise parameter which combines existing ambient noise events with projected train noise events. Similarly, CEQA requires HSRA to disclose the “direct impacts” of a project to the public, which can only be construed to mean that the actual sound level projections must be disclosed in the Palmdale-Burbank EIR. These requirements can only be satisfied by including in the Palmdale-Burbank EIR/EIS detailed high speed train noise contour maps for Acton that are plotted in 10 dBA increments and which range from the maximum value to 60 dBA or less.
- Consistent with the requirements imposed by FRA’s 2012 manual, provide noise modeling assumptions and sound exposure calculation parameters in sufficient detail to allow the public to check SEL results plotted in the noise contour maps.
- Ensure that the noise propagation parameters assumed in all noise modeling efforts are appropriate to geographic and ground conditions in Acton.
- Map  $L_{dn}$  noise measurements that establish existing noise conditions in Acton including exact locations, dates, and times of measurements.
- Map  $L_{dn}$  noise contours in 10 dBA increments ranging from maximum values to 60 dBA based on projected train noise levels in Acton.
- Consistent with a mathematically accurate interpretation of Figure A-5 provided in the 2012 FRA Noise Assessment Manual, adopt a “severe impact”  $L_{dn}$  noise criterion of 5 dBA for all areas in which the existing  $L_{dn}$  value is less than 55 dBA.
- Consistent with CEQA requirements that an EIR quantify and mitigate actual project impacts, establish a “severe” noise impact SEL criterion that addresses both high speed train sound exposure levels and projected train pass by rates, then map (in 10 dBA contours) all locations in Acton where this “severe” noise impact SE: criterion is met or exceeded, and designate these locations for mitigation.
- Establish a “severe” noise impact SEL criterion of 15 dBA/second for noise onset rate impacts, then map all locations in Acton where this “severe” noise onset rate noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.
- Establish a “severe” noise impact SEL criterion of 75 dBA for animal noise impacts, then map (in 10 dBA contour increments) all locations in Acton where animal noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.

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- Provide assumptions and modeling inputs used to derive all mitigated noise projections in sufficient detail to allow members of the public to confirm the accuracy of the mitigation levels claimed.
- If noise mitigation measures are deemed appropriate for some portions of Acton but not for others, provide details regarding such decisions, recognizing that CEQA does not permit the HSRA to reject feasible mitigation measures unless the marginal cost of such measures are so great that they render the entire Palmdale-Burbank project economically non-viable. Note: The fact that the California High Speed Rail Project is intrinsically non-viable from an economic perspective shall not factor into this decision.
- Provide mitigated  $L_{dn}$  noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) ) for all high speed train corridors proposed in Acton.
- Provide mitigated SEL noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provide mitigated noise onset rate contour maps that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provided mitigated animal noise impact maps in 10 dBA increments that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton for Acton.
- Provide both a qualitative discussion and a consistent quantitative analysis of the extent to which mitigation measures successfully reduced severe  $L_{dn}$  noise impacts, severe SEL noise impacts, severe noise onset rate impacts, and severe animal noise impacts.
- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of 2015. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.
- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.
- FRA/HSRA must perform follow-up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

Figure 1. Area Where Corridor Enters the Angeles National Forest to Avoid Acton Homes

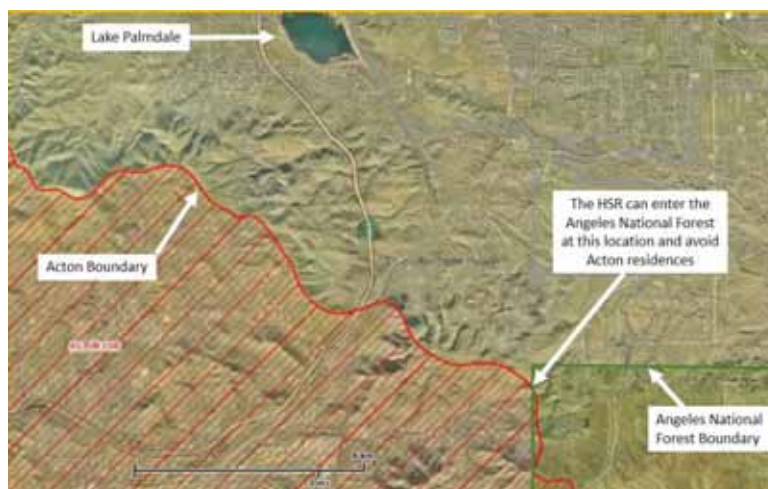
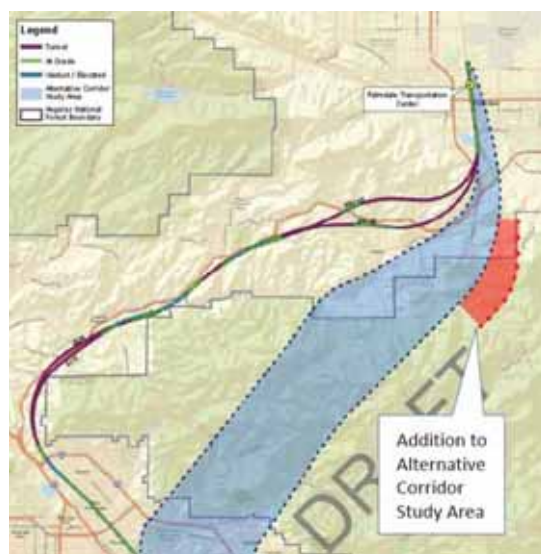


Figure 2: Alternative Corridor Study Area Adjustment



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### 3. CEQA and NEPA

#### **“COMMENTS ON THE FRA/CHSRA ENVIRONMENTAL REVIEW PROCEDURES THAT WILL BE IMPLEMENTED FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT**

In July, 2014, the Federal Railway Administration (“FRA”) issued a Notice of Intent (“NOI”) and the California High Speed Rail Authority (“HSRA”) issued a Notice of Preparation (“NOP”) for the proposed Palmdale-Burbank High Speed Rail (“HSR”) project. The HSR project is subject to several federal and state environmental regulations, including the National Environmental Policy Act (“NEPA”) and the California Environmental Quality Act (“CEQA”). The approach that has been adopted by FRA/CHSRA to comply with these regulations has raised a number of concerns, as described below.

##### **1. CEQA APPLIES TO THE PALMDALE-BURBANK HSR PROJECT**

Footnote 1 of the NOP issued by the HSRA states:

“The [CHSRA] Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commission Termination Act of 1995, including that Act’s preemptive effect on CEQA’s application to this proposed project.”

From the language appearing in this footnote, the HSRA appears to have the mistaken impression that CEQA compliance is somehow “optional” because the high speed rail project falls under the preemptive jurisdiction of the Surface Transportation Board. The HSRA is misinformed. At a minimum, the Palmdale-Burbank HSR project is subject to Section 404 requirements of the Federal Clean Water Act and, by extension, Section 401 requirements of the Clean Water Act. Jurisdiction over Section 401 compliance lies with the California Water Resources Control Board, which will not approve any 401 certification unless and until the CHSRA has complied fully with CEQA. Because the Palmdale-Burbank HSR project straddles two regional water boards (Lahontan and Los Angeles), the State Water Resources Control Board will assume responsibility for the 401 compliance certification. Like FERC’s preemptive authority over dam licenses under the Federal Power Act, STB’s preemptive authority over high speed rail projects does not, and cannot, obviate any obligation to fully comply with CEQA.

It is further pointed out that FRA’s own “Procedures For Considering Environmental Impacts” [64 FR 28549] clearly recognize the applicability of CEQA because these procedures compel CHSRA to serve as a joint lead agency with FRA to address actions that are subject to state requirements that are comparable to NEPA (as is the case with CEQA). FRA procedures (found in 64 FR 28549 Section 6 paragraph 2) state:

“Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA”.

To be clear, the Palmdale-Burbank HSR project is subject to all aspects of CEQA regulations, including those provisions that require HSRA to adopt mitigation measures and/or the “environmentally superior alternative” unless such measures or alternatives are shown (based on substantial evidence) to be infeasible.

##### **2. THE SCOPE OF ROUTE ALTERNATIVES PROPOSED FOR THE PALMDALE-BURBANK HSR PROJECT IS TOO NARROWLY DEFINED**

Both CEQA and NEPA require FRA/HSRA to consider a range of project alternatives that would substantially meet project objectives and protect environmental and community resources. The Palmdale-Burbank project described in the NOP and NOI issued by FRA/HSRA is too narrowly defined to meet these requirements. Specifically, the “Alternative Corridor Study Area” depicted in Figure 1 of the NOP is so limited that it precludes consideration of a route alternative that eliminates *all* impacts to virtually every community that lies between the cities of Palmdale and Burbank. To correct this *substantial* deficiency, the “Alternative Route Study Area” must be adjusted as depicted in Exhibit 1. This ensures that an alternative route will be

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## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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considered which enters the Angeles National Forest (“ANF”) outside the Community of Acton (see Exhibit 2) and remains underground in Acton within a corridor that avoids residential areas. This alternative route achieves *all* of the community, natural environment, and wildlife corridor protection provisions that were specified in the High Speed Rail Passenger Train Bond Act (Proposition 1A) that was approved by California voters in 2008. The amount of tunneling required for this alternative route is certainly achievable, and is in fact only slightly more than the 20.2 miles of tunnel already proposed for other alternatives considered for this Palmdale-Burbank HSR project (see the SCN + SR14E/W Hybrid alternatives). Equally important is the fact that the tunnel length required for this alternative is substantially less than what has been achieved by other HSR projects around the world. A finding by FRA/HSRA that this route cannot technically be achieved is tantamount to declaring that American engineers are neither as smart nor as capable as European or Japanese engineers (which is hardly the case). Consistent with CEQA and NEPA requirements, the “Alternative Route Study Area” must be expanded to ensure that this “no impact” route option is included in the range of alternatives considered in the Palmdale-Burbank EIR/EIS.

### 3. PREVIOUS ENVIRONMENTAL REVIEWS CONDUCTED BY FRA/HSRA ON OTHER HSR SEGMENTS HAVE NOT PROPERLY IMPLEMENTED CEQA’S MITIGATION AND “ENVIRONMENTALLY SUPERIOR” PROVISIONS

CEQA’s mitigation and environmental protection provision are much more stringent than NEPA regulations. For instance, under CEQA, HSRA is required to develop an “environmentally superior” alternative, and it requires HSRA to adopt mitigation measures and/or the environmentally superior project alternative if doing so successfully reduces significant impacts while still achieving most project objectives. The only exception to this is when it is conclusively demonstrated (by substantial evidence provided in the record) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Because the Palmdale-Burbank HSR project is subject to CEQA, these more stringent mitigation and environmental protection requirements apply.

For some reason, HSRA has not complied with CEQA’s stringent mitigation requirements in the previous environmental impact studies that it has performed. For instance, in the Merced-Fresno EIR/EIS, the noise impact section and associated Technical Report state quite clearly that mitigation in the form of noise barriers would only be implemented in those areas where it is deemed “cost effective” to do so (see EIR/EIS Section 3.4). It further clarifies that “severe” noise impacts would remain unmitigated in those areas where noise barriers are not deemed “cost effective”. HSRA fails to provide any proof that deploying additional noise barriers in these severely impacted areas would render the entire Merced-Fresno project financially infeasible. Even if HSRA declared this to be the case, such a declaration is not supported by any evidence provided in the record that the additional cost of one more foot of noise barrier would fiscally “break” the project. The Merced-Fresno EIR/EIS noise impact study clearly violates CEQA’s mitigation and environmental protection provisions.

To make matters worse, the Summary Section of the Merced-Fresno EIR/EIS gives the *impression* that noise impacts would be fully mitigated, even though the noise impact section of the EIR/EIS makes it quite clear that noise impacts will NOT be fully mitigated. The EIR/EIS states (on page S-15) “In some locations, operational noise impacts of substantial intensity under NEPA and significant under CEQA would occur, but when fully mitigated they would be of negligible intensity under NEPA and less than significant under CEQA”. This disingenuous and deceitful statement belies the fact that CHSRA has no intention of “fully mitigating” operational noise impacts, and for those decision makers and stakeholders that only review the EIR/EIS Summary, it instills the false belief that operational noise impacts will be fully mitigated. Such deceit **WILL NOT** be tolerated in the Palmdale-Burbank project, and the Community of Acton insists on strict compliance with CEQA mitigation to the fullest extent of the law. This includes the consideration and adoption of an “Environmentally Superior” alternative which eliminates all impacts to virtually every community between Palmdale and Burbank, namely the underground route through the ANF described in Section 2.

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## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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### 4. KEY FEDERAL AGENCIES HAVE BEEN OMITTED FROM THE SCOPING PROCESS

Neither the U.S. Forest Service ("USFS") nor its parent agency (the US Department of Agriculture) have been identified as Participating Agencies (or even Cooperating Agencies) in FRA's NOI issued for the Palmdale-Burbank HSR project. This is particularly surprising, given that the USFS has jurisdiction over the Angeles National Forest ("ANF") which underlies the "Alternative Corridor Study Area", and is responsible for issuing the "Special Use Permit" or other relevant authorization that will be necessary to construct any route that affects the ANF. An HSR route through the ANF will eliminate adverse impacts on virtually every community between Palmdale and Burbank, and is therefore a matter of considerable interest to affected stakeholders. FRA's failure to include the USFS as a Participating Agency, and the USFS's failure to participate in the public scoping meetings has caused significant public unease, and has raised the public's perception that neither the FRA nor the HSRA are truly committed to developing a route that protects many tens of thousands of people from adverse impacts. This is particularly true in the Community of Acton, which is traversed by (and will be substantially damaged by) every single HSR route proposed by FRA/HSRA. The Community of Acton expects FRA's failure to include the USFS as a Participating Agency will be rectified, and that the USFS will fully participate in the FRA/HSRA environmental review and public outreach efforts going forward.

### 5. INADEQUATE DEFINITION OF THE PALMDALE-BURBANK HSR PROJECT PRECLUDES MEANINGFUL PUBLIC COMMENT AT THIS TIME

The HSRA's proposed Palmdale-Burbank HSR project includes a "Route Alternative Study Area" which traverses the ANF. However, this alternative is so poorly defined and lacks locational information to such an extent that affected stakeholders are unable to provide meaningful scoping comments at this time. Regarding this HSR route alternative, it is expected that stakeholders will have future opportunities to provide scoping comments once this alternative is properly refined to a level which permits meaningful public comment. It is further expected that these comments will be accorded the same weight as any and all timely-submitted scoping comments that the FRA and CHSRA receive pursuant to the NOP and NOI issued July, 2014.

### 6. THE FRA/HSRA SCOPING PROGRAM ESTABLISHES INCONSISTENT DEADLINES

According to the comment cards and scoping flyer distributed jointly by the FRA and HSRA at the public scoping meetings that were held in August and noticed in the NOP and NOI, public scoping comments are due on or before August 31, 2014. However, the NOI issued by the FRA and published in the Federal Register establishes a public scoping deadline of August 25, 2014. The NOP issued by the HSRA was merely signed on July 24, 2014, and it does not specify any scoping comment deadline nor does it indicate a publication date. Despite these apparent inconsistencies and the clearly mixed message that the public has received from FRA/HSRA regarding when scoping comments are actually due, and in recognition of the fact that full and meaningful public participation is a fundamental objective of both CEQA and NEPA, it is expected that FRA and HSRA will deem all comments received on or before, or postmarked by, August 31 2014 to be timely submitted, and will accord them the same weight and due consideration given to all scoping comments submitted on or before August 25, 2014.

### 7. THE PALMDALE-LOS ANGELES HSR PROJECT HAS BEEN IMPROPERLY SEGMENTED INTO TWO SEPARATE PROJECTS IN VIOLATION OF CEQA & NEPA

The FRA/HSRA have taken a single project (the Palmdale-Los Angeles HSR project) and improperly split it up into two separate projects (the Palmdale-Burbank HSR and the Burbank-Los Angeles HSR Project) in violation of both CEQA and NEPA.

FRA claims that the Palmdale-Burbank project and the Burbank-Los Angeles project will have "independent utility", which means that these two projects are not "connected actions" (as that term is contemplated in NEPA) and will therefore function without need of, and independent from, each other. Such a statement is ridiculous *on its face*. A stand-alone high speed train connecting Burbank with Los Angeles is intrinsically non-viable given the short distance it would cover (11 miles) and its "unnecessary" nature. FRA claims that the Burbank and Los Angeles terminals are "rational for transportation movements", but does not provide any supporting evidence that any passenger would ever have need of such transportation. The reason for this lack

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Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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of evidence is simple; it does not exist. Additional reasons offered by FRA to further justify this improper segmentation of the Palmdale-Los Angeles project are equally insubstantial: for example, FRA claims that segmenting these two projects will provide “more effective planning and public outreach in these highly populated areas”. Obviously this is untrue, as evidenced by the fact that FRA’s public scoping and outreach actions for the two projects were combined into a single scoping and outreach effort. Clearly, FRA is capable of achieving adequate public outreach and planning for a combined Palmdale-Los Angeles project. Aside from FRA’s specious reasons for segmenting the Palmdale-Los Angeles project into two separate projects, there is the undeniable fact that approving the Burbank-Los Angeles portion of the project will influence the decision and force the Palmdale- Burbank project to proceed notwithstanding the environmental consequences. The Burbank-Los Angeles section serves as a necessary component of the Palmdale-Los Angeles HSR project and is therefore a connected action that is dependent on the Palmdale-Burbank Section. As the courts have determined, these are the hallmarks of distinguishing improper segmentation under NEPA and they clearly preclude FRA from splitting up the Palmdale-Los Angeles HSR project into two different projects. Separating the Palmdale-Los Angeles HSR project into 2 different segments is also a violation of CEQA. Nonetheless, the NOP issued by HSRA asserts that splitting the Palmdale-Los Angeles HSR project into separate projects is necessary because a Supplemental Alternatives Analysis Report [“SAA”] issued in May 2014 says that “it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS.” Aside from the obvious fact that SAA statements do not obviate CEQA compliance requirements, HSRA’s action violates CEQA for other reasons. CEQA prohibits HSRA from breaking up the Palmdale-Los Angeles project into component parts for piecemeal consideration. The justifications for this action offered by HSRA in the NOP are the same justifications offered by the FRA in the NOI, and they fall apart for the same reasons.

**8. FAILURE TO PROVIDE HSR NOISE LEVELS VIOLATES CEQA AND NEPA**

In any action or project for which an EIS is prepared, NEPA requires consideration of “direct effects, which are caused by the action and occur at the same time and place” [40 C.F.R. § 1508.8(a)]. The “direct effects which are caused” by high speed rail operation include significant noise levels which “occur at the same time and place” in which the train passes by. Similarly, CEQA requires HSRA to disclose the “direct impacts” of a project to the public. *There is no question* that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank project.

Nonetheless, and despite these clearly stated requirements, FRA/HSRA have failed to consider (or even report) ANY actual high speed train noise levels in any of the environmental assessments that have been conducted to date for the California High Speed Rail Program. Instead, FRA/HSRA only considered 24-hour “aggregate” noise values that were never published, and which were derived by reconciling existing noise data (averaged over 24 hours) with projected high speed train noise data (also averaged over 24 hours). While these “aggregate” values may perhaps be construed to represent some sort of indirect impact or perhaps a cumulative impact (both of which must be considered under CEQA), they do not, *by any stretch of the imagination*, represent “direct effects” of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. The Community of Acton will not tolerate such CEQA and NEPA violations, and demands that *actual* noise level predictions resulting from HSR operation in Acton be provided in the Palmdale-Burbank EIR/EIS. This can best be achieved by providing noise contour maps for Acton that are plotted in 10 dBA increments and range from the maximum value to 60 dBA or less.

Respectfully submitted;

/s/ Jacqueline Ayer

Jacqueline Ayer

[AirSpecial@aol.com](mailto:AirSpecial@aol.com)

2010 West Avenue K, #701

August 29, 2014 Lancaster, CA 93536”

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## Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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### **4. Environmental Justice**

The three identified High Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of ALL Acton properties. Who will want to own Acton property when there is an 85 dB plus train roaring by frequently? Property values will DROP significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority (Authority) prior to assignment of a route. It is expected that property values may drop as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway, and the Vasquez Canyon area. The High Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location resulting in loss of income to the community.

The High Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale.

### **5. Geology, Soils, Seismic Factors**

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earth quakes of 5.5 magnitude or greater. Above grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

Thank you for your consideration of my Scoping Comments for the Palmdale to Burbank route of the California High Speed Rail. These comments are being submitted by e-mail on August 29, 2014 to both the Federal Rail Authority to Ms. Stephanie Perez at [Stephanie.perez@dot.gov](mailto:Stephanie.perez@dot.gov), and Mr. Mark A. McLoughlin, Director of Environmental Services, Palmdale to Burbank Section, California High Speed Rail Authority at [mclough@aol.com](mailto:mclough@aol.com) and [Palmdale\\_burbank@hsr.ca.gov](mailto:Palmdale_burbank@hsr.ca.gov). A hard copy of these comments was mailed to Mr. Mark A. McLoughlin, Director of Environmental Services, Palmdale to Burbank Section, California High Speed Rail Authority, 700 North Alameda, Room 3-532, Los Angeles, CA 90012.

Sincerely,

Katherine Sky Tucker  
32239 Angeles Forest Highway  
Palmdale, CA 93550  
(661) 575-7486

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Submission I638 (Katherine Sky Tucker, August 29, 2014) - Continued

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## Submission I639 (Jan Slort, September 11, 2014)

### Palmdale - Burbank - RECORD #846 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/11/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Jan  
**Last Name :** Slort  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** jan@stradmead.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

Ladies & Gentlemen:

I have studied HSR' in Europe & China. As a result I fave concluded that the HAR System is whily impractical for California. The distances and limited ridership population are both unworkable for California. Even the super high travel corridors from some Eastern US cities are going to lose money forever. If you look at the next advance in transportation such as autonomous cars, which will begin appearing on the roads and highways, in the next 3 years, they will overtake your plans for HSR and result in unsustainable losses both from operations and capital expenditures. Even the figures that have been estimated up to now fail to recognize the losses in property tax revenues from the properties that will be taken for the project.

This project is the worst idea for the worst possible location i have ever seen. Please reconsider this again.

Jan Slort.  
Sent from my iPhone

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Oppose CAHSR Project  
**Form Letter :**  
**EIR/EIS Sections :**  
**List of Environmental Issues :**  
**Non-Environmental Issues :**

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Submission I640 (Tom & Lynn Small, September 29, 2014)

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California High Speed Rail Authority  
Palmdale to Burbank Section  
Scoping Comment Card

NAME: Tom and Lynn Small

DATE: 8/27/14

MEETING LOCATION: Acton

ADDRESS: 34400 Weststar Rd  
(shows as Emad St on older maps)

EMAIL: [small.lj@att.net](mailto:small.lj@att.net)

PHONE: 661-269-1481

CITY: Acton

STATE: CA

ZIP: 93510

Would you like to be added to our mailing list: Yes; Palmdale to Burbank

Please list the environmental issues that you are concerned with and would like to see addressed in the Palmdale to Burbank Project Level Environmental Document. Please be as specific as possible.

The California High-speed rail Authority (Authority) has proposed three alternative routes for the high speed rail running through Acton and Agua Dulce to Palmdale. It is difficult to anticipate all of the possible impacts without a final route selection. As our property is adjacent to the northern-most route by about ¼ mile; and the train would emerge from a tunnel and run directly parallel to our property, we are very concerned that environmental impacts and associated health issues are addressed. We also believe that most of these issues would affect us with both of the other routes.

We would like the Authority to address the following issues:

**NOISE**

- We understand the Authority averages the decibels generated by the train during an hour long period as an 85 decibel impact. This averaging is misleading as to the actual noise impact because it averages noise impact over time in relationship to ambient noise levels when the train is not running. What is the actual decibel reading when the train is passing? This should be included in the EIR study.
- The study should also include the noise impacts as they are projected through our canyons and mountains. Our property backs up to a small mountain and a small canyon. We are 1 ½ miles from the 14 freeway and when a sound wall was constructed on the on ramp to the freeway the freeway noise bounced off the wall and through the canyon to our property. Thus the noise level increased. Is the Authority going to consider these additional factors in the EIR study? Previous studies in the central California open space, or in flat urban areas cannot be used as EIR study information.
- Environmental noise regulations specify a maximum outdoor level of 60-65 decibels. The high-speed rail is scheduled to run 5:00 a.m. to midnight with trains running 5-6 times an hour during peak hours. How does the Authority justify exposing us to possibly as much as 100 decibels of noise each time a train runs past our property? The Authority needs to provide EIR Study information about the health risks from exposure to noise stress to people at this high decibel level.
- We also request a study of the impact of noise on the health of animals and wildlife populations. This rural area is saturated with animal rescue facilities, farm animals, horse boarding and training facilities, and wildlife sanctuaries as well as abundant wildlife sharing our living space.
- The tunnel portal effect creates a sonic boom impact as the train leaves the tunnel. The train will leave a tunnel and travel above ground parallel to our property. The EIR study needs to address the cumulative effect of these sonic boom impacts, several times per hour, 19 hours per day as a single impact as well as in addition to the noise of the train. Again, what are the impacts on wildlife, birds, and domestic animals?
- The Authority needs to measure and study the impact of the noise levels during construction of the high-speed rail. We understand the project to build the high speed rail is scheduled to take 5 years. Construction may operate 24 hours per day to meet certain deadlines. A study needs to provide accurate information about the health and stress related issues of interrupted sleep and unending noise over that period of time.

1069

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Submission I640 (Tom & Lynn Small, September 29, 2014) - Continued

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California High Speed Rail Authority  
Palmdale to Burbank Section  
Scoping Comment Card

NAME: Tom and Lynn Small

DATE: 8/27/14

MEETING LOCATION: Acton

ADDRESS: 34400 Weststar Rd  
(shows as Emad St on older maps)

EMAIL: [small.l@att.net](mailto:small.l@att.net)

PHONE: 661-269-1481

CITY: Acton

STATE: CA

ZIP: 93510

Would you like to be added to our mailing list: Yes; Palmdale to Burbank

Please list the environmental issues that you are concerned with and would like to see addressed in the Palmdale to Burbank Project Level Environmental Document. Please be as specific as possible.

**VIBRATIONS**

- Traveling trains generate ground vibrations. The Authority needs to study the impacts to animals and humans exposed 19 hours per day.
- During construction ground vibrations will be generated by blasting, driving and piling. These vibrations need to be measured and studied for impacts to animals and humans.
- What is the potential for vibration damage to structures adjacent to the rail line during construction and operation of the high-speed train? These buildings are our homes, barns and businesses. What is the probability of accelerated ageing.
- How is the Authority going to monitor these impacts? How will owners be compensated for damage?

**AIR QUALITY**

- Construction and operation of the high-speed rail will generate dust. There already exists research showing the adverse effects of dust particles to lung and cardiovascular health of humans. People with respiratory conditions such as asthma, emphysema are at increased risk. So are those with cardiac disease and diabetes as well as young children and the elderly. Is the Authority going to consider the impacts to this segment of the population?
- What about the effects to domestic animals and wildlife?
- How is the Authority going to mitigate the impact of acute health problems to the population of Acton and Agua Dulce?

**SOILS**

- Will the Authority monitor soil contamination from trenching, drilling and boring during construction? Will the results be made available to the public? How will we be notified of possible toxic exposures?
- How will the public be protected from exposure to Valley Fever as a result of moving tons of soil?
- The proposed routes are located about 5 miles from the San Andreas Fault and Acton is identified by the State of California as an official seismic hazard zone. What steps will the Authority take to mitigate the possibility that construction activities will not set off an earthquake? How would property owners be compensated for damages?

**GREENHOUSE EMISSIONS**

- Carbon monoxide emissions and diesel fumes from construction equipment will have an impact on adjacent properties over a 5 year period. We request studies on animals and humans.
- How will the Authority monitor and handle any exposures?

2 of 4

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Submission I640 (Tom & Lynn Small, September 29, 2014) - Continued

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California High Speed Rail Authority  
Palmdale to Burbank Section  
Scoping Comment Card

NAME: Tom and Lynn Small

DATE: 8/27/14

MEETING LOCATION: Acton

ADDRESS: 34400 Weststar Rd  
(shows as Emad St on older maps)

EMAIL: [small.l@att.net](mailto:small.l@att.net)

PHONE: 661-269-1481

CITY: Acton

STATE: CA

ZIP: 93510

Would you like to be added to our mailing list: Yes; Palmdale to Burbank

What other issues would you like the Project Level Environmental Document to address?

**CUMMULATIVE IMPACTS**

- The New Antelope Valley Area Plan maintains that Acton will be kept rural. Acton community Standards are supported by LA county Regional Planning and include such restrictions as: no gutters and curbs, no outside lighting at night, minimum lot size of 2 acres and zoning to accommodate keeping farm animals. In addition the area hosts wildlife preserves, animal rescues including both domestic and wild animals, wilderness sanctuaries and wildlife corridors and camping facilities. Construction of urban overhead viaducts and tunnel entrances and exits of the magnitude required by the high-speed train is in direct opposition of the Area Plan for a rural community. The Authority needs to be aware of local restrictions and be prepared to address how these restrictions should be addressed.
- The Pacific Crest Trail, other hiking corridors and equestrian trails pass through Acton. How is the Authority planning to preserve these areas.
- A considerable number of people in the community raise, train, and ride horses on their property as well as through the open fields and canyons. Noise, dust, vibration and trail access limitations can significantly curtail these activities. These pose potential health and safety issues; how do you train your horse not to spook and possibly injure a rider as a result of sonic boom impact?
- Any of the three proposed High-Speed alignments will divide the Acton Community and cause permanent visual changes bringing urban elements into a peaceful, scenic, rural area. Those who are not displaced will remain to live with significant noise, dust, vibration impacts to land use, parks and recreational resources, schools, established businesses, wildlife habitat and hundreds of homes. Property values are already directly affected as Realtors must disclose possible future High-Speed Rail alignments to prospective buyers. Some Realtors claim property values may decline by 70%
- The future of the Acton community is at stake. If property values fall drastically as a result of the High-Speed Train this community will not grow, schools will close. Eventually this town will die.

**ADDITIONAL COMMENTS**

- My Husband and I are 65 and 64 years of age respectively. We are home during the day. We bought our 5 acre parcel, designed and built our dream home and continue to develop our property to accommodate our three horses. We retired early due to the recent economy and plan to remain here for the rest of our lives. We spend the majority of our time outside enjoying the peace and quiet of our property and training and riding our horses.

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Submission I640 (Tom & Lynn Small, September 29, 2014) - Continued

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California High Speed Rail Authority  
Palmdale to Burbank Section  
Scoping Comment Card

NAME: Tom and Lynn Small

DATE: 8/27/14

MEETING LOCATION: Acton

ADDRESS: 34400 Weststar Rd  
(shows as Emad St on older maps)

EMAIL: small.l@att.net

PHONE: 661-269-1481

CITY: Acton

STATE: CA

ZIP: 93510

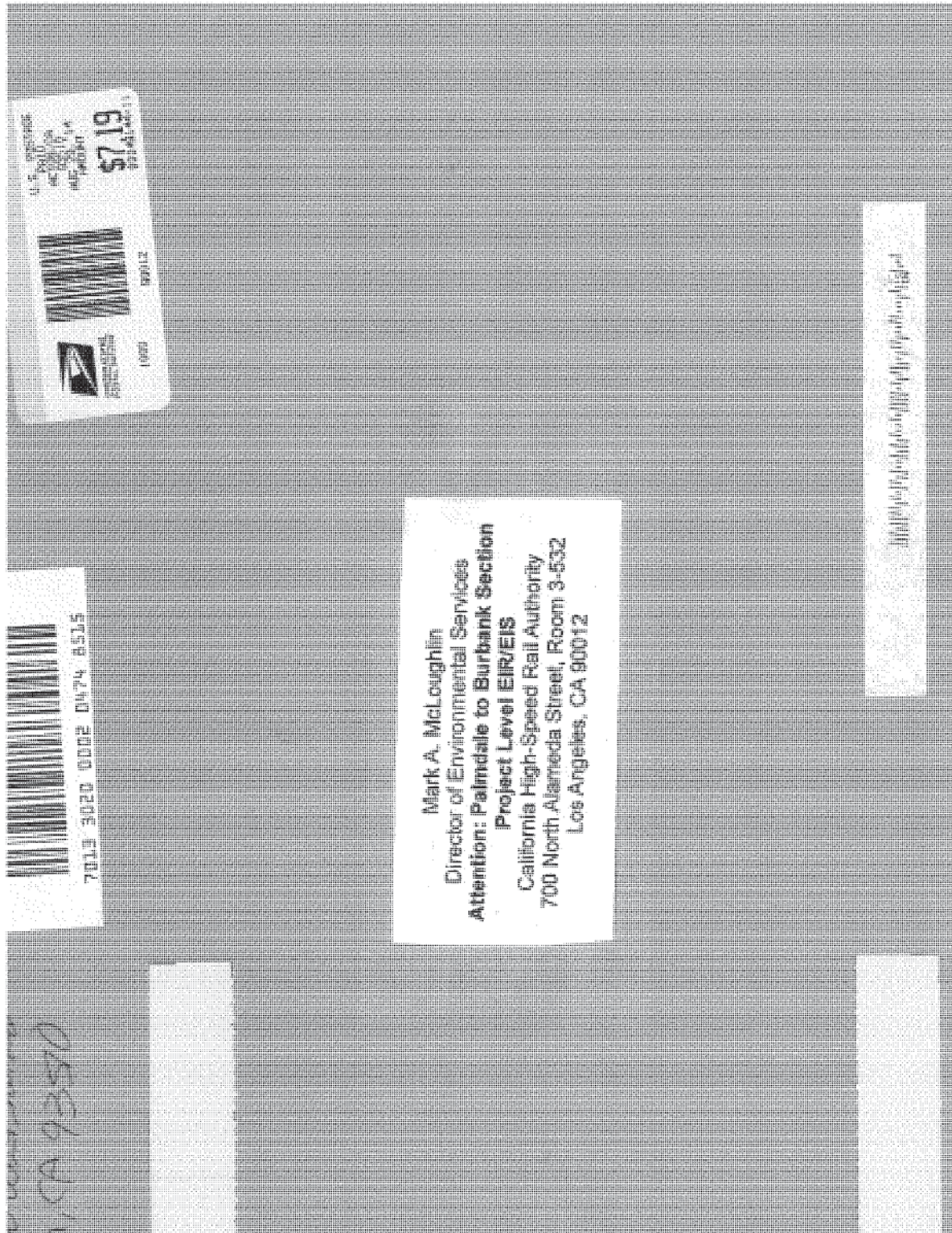
Would you like to be added to our mailing list: Yes; Palmdale to Burbank

**Additional Comments**


- We are very concerned about the serious health and esthetic impacts of a high-speed train passing ¼ miles from our home as proposed. We are very concerned about the economic impacts of either of the other two alternative alignments will have on the future of this rural community. We are in the process of obtaining a reverse mortgage which will pay off our mortgage but leave no additional funds to us. The safety net for this type mortgage is that we should never owe more than 80 percent of the value of the home so if we sell we should walk away with about 20 per cent. What do we do if the cumulative effects of a high-speed train adversely affect our health or our animal's health? What do we do if the quality of our life is so strained that we cannot remain in this town? What do we do if this town dies and our property value decreases 50-70%? We would have to walk away with no money for our home, limited job prospects for our age and an inability to afford to even rent an apartment much less care for three horses. What will the Authority do to mitigate or compensate us for our loss?
- We respectfully request that the Authority consider the impacts mentioned above and review a tunnel route alternative between Burbank and Palmdale that would be less obtrusive to our community.

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Submission I640 (Tom & Lynn Small, September 29, 2014)




Submission I641 (Loretta A. Smalls, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Loretta A Smalls</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>Acton - Agua Dulce Library</u>		AFFILIATION: <u>Resident of Lake Los Angeles</u>	
ADDRESS: <u>15155 Lantfair Ave</u>	EMAIL: <u>a186371@yahoo.com</u>	PHONE: <u>661 244 1609</u>	
CITY: <u>Lancaster</u>	STATE: <u>CA</u>	ZIP: <u></u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal requests to receive legal notices.</small>		<input type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>This area is home to family farms, animal Sanctuaries, and also sensitive desert environment. We already have a useless rail system we don't need another one tearing up the environment NOT to mention the cost and logistic nightmare of relocating these animal Sanctuaries who rely solely on donations to stay afloat.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>The Cost ?          This is <u>not</u> cost effective. The only people that can afford this is the high end people. Regular folks who pay the taxes can't afford it. \$98 billion dollars and counting we need WATER NOT another Train that no one can use.</p>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I642 (Lisa Smith, August 22, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: <u>Lisa Smith</u>		DATE: <u>Aug 18, 2014</u>	
MEETING LOCATION: <u>ACTON</u>		AFFILIATION:	
ADDRESS: <u>Appl 3216.010.01 Security</u>		EMAIL: <u>ponyexpress@aol.com</u>	PHONE: <u>661 269 4340</u>
CITY: <u>Agua Dulce</u>	STATE: <u>CA</u>	ZIP: <u>91390</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
1. The 24-Hr averaging method for determining noise hazard is flawed and does not represent the actual impact. 2. There is a high potential for negative impact to domestic animals. This is a rural area with many show quality and breeding animals. 3. All water sources will be negatively impacted with a high potential for many consistently producing wells to be destroyed. 4. There is improper segmenting under CEQA for this project. 5. Cultural and historic resources are well documented in both Acton and Agua Dulce with high potential for further discovery. These sites may potentially be destroyed.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
6. Hazardous and toxic materials from construction and maintenance is a potential via run off from pesticides used to maintain track right-of-way. Seepage into ground water is a potential. How will these and other potential hazards such as vibrations and increased light pollution, visual blight, decrease my property values? As a property owner I am unwilling to accept any of the risk to my health or property value as a result of any portion of this project or in the construction or presence of the high speed rail system.			
ADDITIONAL COMMENTS: <u>Natural wildlife habitat, Airborne pollutants, dust, increased fire hazard, safety issues, Elect generation, blasting, vibration and damage to homes</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I642 (Lisa Smith, August 22, 2014) - Continued

 **CALIFORNIA High-Speed Rail Authority**

**Palmdale to Burbank Section**  
**Scoping Comment Card**

NAME: Lisa Smith DATE: 8-16-14

MEETING LOCATION: Acton AFFILIATION:

ADDRESS: 6354 Sierraville Way EMAIL: ponyekspres@aol.com PHONE: 661 618-9196

CITY: Agua Dulce STATE: CA ZIP: 91390

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☒ STATEWIDE ☒ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Cultural and Historic resources: There is a high potential for discovery of historic burial sites in both Acton and Agua Dulce. Native American and pioneer sites have already been documented.

Hazardous Materials and Toxic Materials - Electromagnetic waves and exposure to high levels of electromagnetic radiation (See page 1 Supplement)

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

How will noise and vibration be controlled or eliminated? How can these impacts on health be controlled? prolonged noise and vibration will impact not only those living in the area but will negatively impact property values. What will be done about this?

ADDITIONAL COMMENTS: this project construction and completion will negatively impact virtually every aspect of life in the Acton / Agua Dulce Area. No resident will be unaffected; not only during the construction phases but (see spirit page) "Add'l comments"

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hrr.ca.gov](mailto:palmdale_burbank@hrr.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I642 (Lisa Smith, August 22, 2014) - Continued

Page 1 Supplement  
(Hazard Continued) Exposure to regular  
pesticide usage for track right-of-way  
maintenance is a great concern.  
What will be used, how often and how will the dust  
be controlled or runoff prevented? What about leaching  
into groundwater?

Lisa Smith  
6354 Sierrathy  
Agua Dulce CA 91391

additional comments: for the rest of the year  
during which the train runs through these  
communities. Nuisance dust, visual blight,  
noise, vibration, destruction of water  
sources, light pollution, toxic materials  
contamination, EIR issues ...

- \* Our well currently produces about 5 gpm. It  
has been a consistently producing well for  
over 20 years. This project would negatively  
impact every well in the area. This cannot be  
disputed. This negative impact is completely  
unacceptable. It is a risk we are unwilling to accept.
- \* We believe none of the impacts of this project have  
been properly addressed. There is improper segmenting  
under CEQA. \* How recently promulgated are the  
standards and formulas being used to calculate  
noise and vibration? \* The filming industry (for  
location use) will be negatively impacted.
- \* The 24 Hr noise impact Avg. method is flawed and  
does not represent the actual impact.

Submission I642 (Lisa Smith, August 22, 2014)



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Submission I643 (John Smith, August 26, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

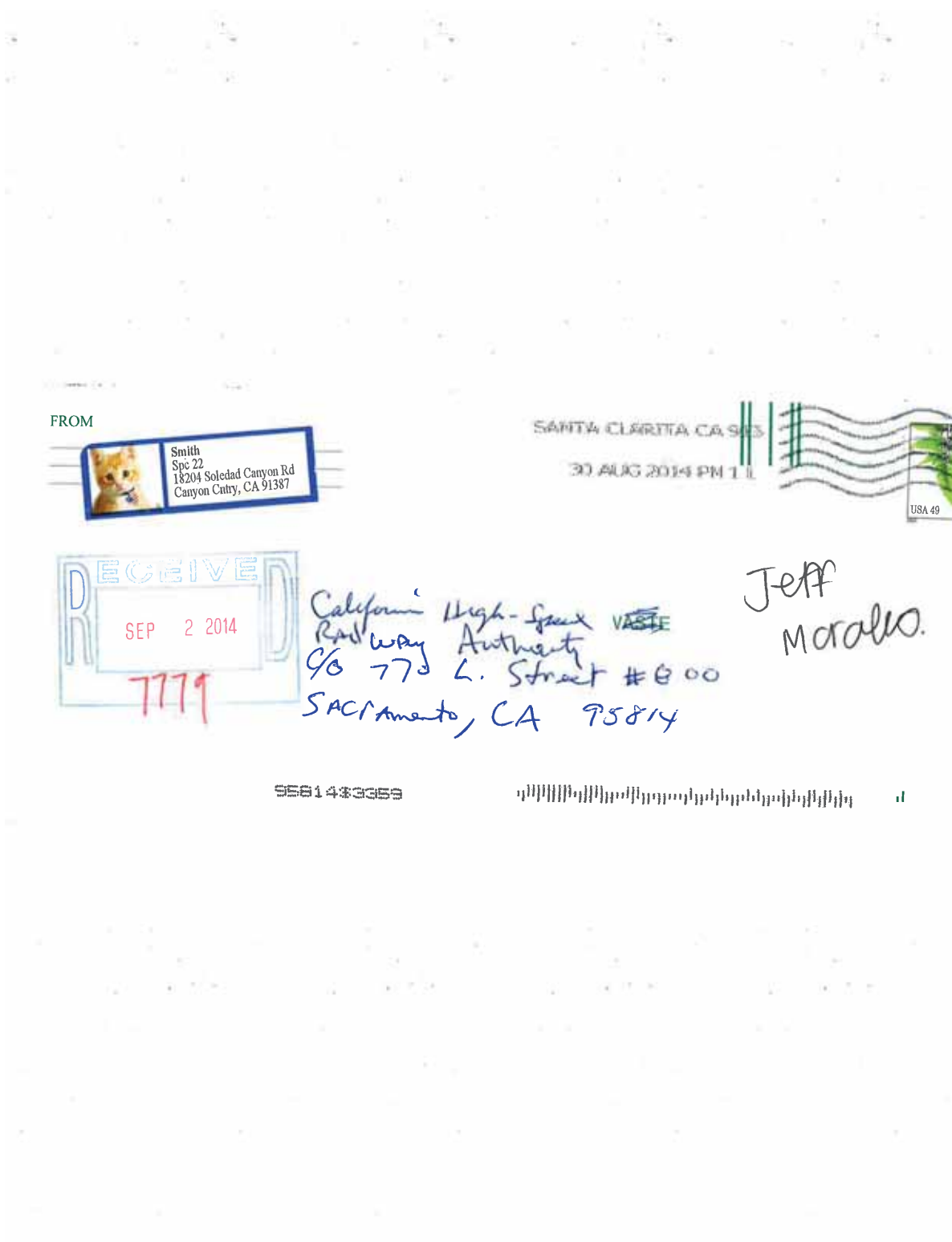
The hope of our community depends on it.

Sincerely,



Cc: CHSRA Chairman, Dan Richard

Submission I643 (John Smith, August 26, 2014) - Continued



## Submission I644 (Tom and Carol Smith, August 29, 2014)

### Palmdale - Burbank - RECORD #520 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tom  
**Last Name :** Smith  
**Professional Title :**  
**Business/Organization :**  
**Address :** 34312 Brinville Rd.  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** califkd@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Our family moved to Acton, 16 years ago for the slower pace of life, the better air quality, the peace and quiet, and most of all the beautiful open spaces. With the HSR looming in the near future, I feel my home and preferred lifestyle is at risk. Below are some of our concerns:

- Increase in dust from train causing increased allergy/respiratory problems
- Change in the landscape and wildlife. Animals being forced out of their natural habitat.
- Our horses being under stress from the noise and being a danger to ride due to their "fight or flight" personality.
- Exposure to radiation due to electromagnetic waves generated by train. (i.e. headaches, fatigue, various cancers)
- Possible cave ins due to Acton being an old gold mining town with lots of shafts and tunnels.
- Property values dropping. My home is my biggest investment along with everyone else.
- The schools being impacted by the noise and proximity of the tracks. Safety of our youth.
- Our outdoor lifestyle being jeopardized (i.e. horseback riding, hiking, etc)
- Waste of tax payer money on a project no body wants. Money would be better spent on our infrastructure which is close to 100 years old and failing!
- Hsr has already exceeded the original stated expense. Our state can't afford to waste anymore money. Ridership will never recoup the expense. I fail to understand how this project continues to move forward when it has already exceeded the cost approved by the voters.

Tom and Carol Smith  
34312 Brinville Rd. <x-apple-data-detectors://0>  
Acton, Ca. 93510 <x-apple-data-detectors://0>

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**

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Submission I644 (Tom and Carol Smith, August 29, 2014) - Continued

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Form Letter :

## Submission I645 (Lillian Smith, September 12, 2014)

### Palmdale - Burbank - RECORD #822 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Lillian  
**Last Name :** Smith  
**Professional Title :**  
**Business/Organization :**  
**Address :** 35327 Glenwall Street  
**Apt./Suite No. :**  
**City :** Agua Dulce  
**State :** CA  
**Zip Code :** 91390  
**Telephone :** 661.269.5804  
**Email :** countryjournal@bigplanet.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Lillian Smith  
35327 Glenwall Street  
Agua Dulce, CA 91390  
(661) 269-5804  
countryjournal@bigplanet.com

September 12, 2014

Mr. Mark A. McLoughlin,  
Director of Environmental Services,  
ATTN: Palmdale to Burbank Section  
California High-Speed Rail Authority  
Southern California Regional Office  
700 North Alameda, Room 3-532  
Los Angeles, CA 90012

Re: Scoping Meeting Held in Acton, California, on August 11, 2014

Dear Mr. McLoughlin:

While my Agua Dulce home is not in the path of any currently proposed alignment for the High-Speed Rail Palmdale to Burbank section, I am the owner of a business that operates from both a home office and from a store front on Crown Valley Road in Acton. The business is a local newspaper that depends upon advertising for its revenue as it is mailed free of charge to every home in Acton and Agua Dulce. My advertising clients come from a viable Acton/Agua Dulce community with viable businesses serving the community. The High-Speed Rail project's two current proposed alignments would divide the Acton community, impose urban infrastructure in a rural town and in many ways lead to the devaluation of residential properties and the demise of many businesses, probably including mine.

The alternate alignment under the Angeles National Forest proposed by Los Angeles County Supervisor Michael Antonovich deserves careful investigation, for only by bypassing Acton and Agua Dulce entirely will these rural communities be spared the slow and inevitable destruction of the way of life so valued by their residents.

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## Submission I645 (Lillian Smith, September 12, 2014) - Continued

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Following is a summary of impacts to the Acton/Agua Dulce area that the High-Speed Rail Project likely will cause. Each and every one of these impact issues needs thorough investigation in the Environmental Impact Report/Statement. Only a bypassing of these two communities and these negative impacts be averted. The direct-line Palmdale to Burbank, under the Angeles National Forest, proposed alignment urged by Supervisor Michael Antonovich should be thoroughly researched.

### •AESTHETICS AND URBAN DESIGN

#### Aesthetic and Visual Quality

Permanent visual changes will result from introduction of the High-Speed Rail through Acton and Agua Dulce. The landscape is scenic and rural. In contrast, the High-Speed Rail adds an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Sierra Highway, Angeles Forrest Highway, Red Rover Mine Road, Soledad Canyon Road and others would detract from existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast with existing landscape settings, and light and shadow effects is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and timers should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account. Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled. Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

### •AGRICULTURAL, FARMLAND AND FOREST LAND

#### Agricultural Resources

The majority of Acton and Agua Dulce properties are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rail?

What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including historic Blum Ranch, are inevitable.

Many properties are currently used for boarding and breeding of horses and other animals. Large areas along the alignment will be adversely affected by noise and other impacts and will have a huge deleterious effect on livestock and on residents engaged in livestock management.

### •AIR QUALITY AND GLOBAL CLIMATE CHANGE

#### Public Health and Hazards, Air Quality

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems.

Construction and operation of the High-Speed Rail will generate large volumes of dust.

Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic elements, such as certain heavy metals.

Valley Fever, caused by a fungus found in the soil, can be contracted by simply breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased

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## Submission I645 (Lillian Smith, September 12, 2014) - Continued

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in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, Valley Fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses. People susceptible to the health effects of fine and coarse dust particles are infants and adolescents; the elderly; people with respiratory conditions such as asthma, bronchitis, and emphysema; people with heart disease; and people with diabetes. Research also shows association of coarse particle pollution with heart problems, angina and heart attacks.

### •BIOLOGICAL RESOURCES AND WETLANDS

Biological Resources (Including Wetlands, and Special Status Species and Their Habitat)

Acton is a known migratory route for birds and tarantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and the roadrunner. It is a recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcat and deer.

Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There also are scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa Ana sucker; the two striped garter snake also inhabits this area. The endangered horned lizard also resides in Acton.

There is a viewing area for wild animals and birds located at the Soledad campground.

Acton is home to the Shambala Preserve, an exotic feline rescue.

The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly approved Wildlife Corridor south of Acton?

### •CULTURAL AND HISTORIC RESOURCES

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relics on Acton and Agua Dulce properties.

In addition, there is a potential impact on paleontological resources.

There are formations with potential for containing fossils of fish, mollusks, sea cows, sea turtles, tapirs, horses, camels, peccaries, rodents, birds, deer, lizards, gophers and vultures.

Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active in these areas.

The Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

### •CUMULATIVE IMPACTS

A typical High Speed Train, at grade, would have a 50 to 100 foot (15-31m) fenced right-of-way, and an elevated guide-way would have a 50 foot (15m) right-of-way. The 100 foot width would be compatible to a six-lane highway. Catenary supports 26 feet (8m) in height would be located every 30 feet (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour.

There would be extensive significant adverse impacts to air quality, land use, aesthetics, visual resources, cultural resources, biological

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Submission I645 (Lillian Smith, September 12, 2014) - Continued

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resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches, and businesses adjacent to the rail alignment conflict with local land use plans. These impacts fall disproportionately to Acton residents as there is no direct benefit to the rural community. The new Antelope Valley Area Plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of the Acton community.

Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

•ELECTROMAGNETIC INTERFERENCE/FIELDS (EMI/EMF)

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. There is a possible association with childhood leukemia. What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WiFi?

•ENVIRONMENTAL JUSTICE

Economic and Social Impacts, Environmental Justice (Blighting)

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ decibel train roaring by frequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property values may drop by as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location.

The High-Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale.

Temporary and permanent road closures during construction potentially will increase driving distances and gasoline expenses for community member who remain.

Corridor alignments and viaducts potentially can become targets for graffiti artists, creating even more blight to the surrounding areas.

•GEOLOGY, SOILS, SEISMIC AND PALEONTOLOGY

Mineral Resources

Acton is known for its rich mining history. Currently, there are active mines in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation located near the SR14 West alignment.

The Santa Clara River is a natural clean water source for Acton and Agua Dulce. Train alignment would encroach on the riverbed.

Geology and Soils

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone.

Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above-grade structures can collapse in an

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## Submission I645 (Lillian Smith, September 12, 2014) - Continued

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earthquake. How will the Authority ensure public safety if a large earthquake occurs?

What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of Acton. Drilling/boring through this rock has a high risk of releasing asbestos particles inherent in the rock.

### •HAZARDOUS MATERIALS AND WASTES

#### Greenhouse Emissions

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads.

How does the Authority expect to handle potential exposures?

### •HYDROLOGY AND WATER RESOURCES

#### Hydrology and Water Quality

Most of Acton depends upon well water for residential and agricultural needs.

Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which would contaminate ground water. Trenching or tunneling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line.

Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to the aquifer that feeds residential wells in the community.

The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

\* How will the regulations of the Clean Water Act be fulfilled?

\* How will residents be compensated for damage to their well, loss of production, contamination, etc.?

\* Will the Authority perform a baseline study of all wells in the Acton area?

\* How will the Authority prevent disruption to the hydrological patterns?

\* How will the Authority control run-off so that water recharges the aquifer?

\* How will the Authority prevent fracturing of Blue Lines?

\* If new wells must be drilled, will the Authority compensate property owners for wells that do not meet the current Los Angeles County standards for well production?

\* In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?

\* Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?

### •LAND USE AND DEVELOPMENT, STATION PLANNING

#### Red Rover Mine Canyon Safety

In regard to one of the possible alignments that crosses the entrance to Red Rover Mine Road (SR14 HYBRID), a significant safety concern exists. Red Rover Mine Road wends its way through a canyon that dead-ends two miles north of the entrance. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, slope failure, or the like. Traffic patterns on Red Rover Mine Road would be challenged significantly and for an extended period of time during the construction phase. Construction of a viaduct and boring of a tunnel in this area will impact the grade and drainage of adjoining properties. There are at least 70 homes in Red Rover Canyon.

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## Submission I645 (Lillian Smith, September 12, 2014) - Continued

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### Impact on School and Church Services

Regarding the SR14 East alignment passing close to the public Middle School and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. A track failure, viaduct collapse or train derailment in such close proximity to the schools would have devastating consequences. The Middle School also hosts church services. Both school and church activities will suffer negative adverse impacts from noise, vibration and degraded air quality which cannot help but adversely affect the learning and worshiping environment.

### Angeles Forest Alignment

The newly proposed Angeles Forrest alignment affects Angeles Forrest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce. These areas host many large parcels of open space, orchards, trails, the Shambala Wildlife Preserve, animal rescues, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River runs along this alignment area as well. These areas need environmental protection in order to maintain harmony in their ecological systems and to preserve the natural resources of the area.

Construction of a huge corridor containing the urban structures of the magnitude required by a High-Speed Train is in direct opposition to the Los Angeles County Area Plan for the community that has been designated as a rural community. The High-Speed Train is an assault on the harmonious and peaceful nature of Acton's rural lifestyle.

### •NOISE AND VIBRATION

#### Noise

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages the decibels generated by the High-Speed Rail during an hour-long period as 85 decibels. The tunnel portal effect creates a sonic boom impact as the train leaves the tunnel. Studies show that sleepers exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; bats avoid hunting in areas with road noise. Sound impacts can have important implications for the health and vitality of wildlife populations.

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased heart rate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. The Authority EIR review process does not study the impact of noise on wildlife or animals. Residents need to demand that the Authority include in the EIR studies, the impact of noise exposure on animals. There are plenty of research studies by outside agencies available that can be used by the Authority outlining the negative impact of noise on domestic animals and wildlife. In addition, the noise study that the Authority uses will average the noise impacts of the High-Speed Rail over time. This averaging dilutes the noise impacts of the High-Speed Rail because noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rail as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten.

Residents should demands that the Authority also consider noise impacts

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## Submission I645 (Lillian Smith, September 12, 2014) - Continued

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as they are projected through the local mountainous terrain, valleys and canyons. The Authority has studied noise impacts only on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. Acton residents need to insist that the Authority consider these noise impacts throughout Acton, impacts that may be greater than what the Authority is using as EIR study information. Studies show that noise is more disturbing if it is loud, occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the High-Speed Rail is also contingent upon this noise exposure.

The High-Speed Rail is scheduled to operate between 5:00 a.m. and midnight, with scheduled round trips five to six times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing the system. The noise impact will adversely affect many residents and nearby businesses. Noise induced hearing loss is the most prevalent irreversible industrial disease. Noise produces stress reactions. Noise affects the cardiovascular system and can increase blood pressure. There is an increased risk of accidents associated with noise. There is a correlation between low birth weight babies, birth defects and high sound levels (World Health Organization). Young children exposed to noise have a higher heart rate than children in quieter surroundings.

Exposure to noise stress places people at increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress. Environmental noise regulations usually specify a maximum outdoor noise level of 60 to 65 decibels!

### Vibration

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, the motion from a large blast can be perceived from far away. Humans and animals react to the faint motion with alert and fear reflexes, reflexes that have their origin in the distant past when the need to react to danger by flight was a condition of survival. Humans, to a certain extent, still interpret vibrations as a warning signal, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources difficult to identify, such as those from distant blasting, are unconsciously registered by humans as very disturbing – especially if there is no warning.

In construction work, in addition to the ground vibrations generated by blasting, nearby activities such as driving, piling, traveling by trucks or trains also generate ground vibrations. At some distance from the source, the wavelength range of vibration will dominate – whether it is generated by blasting, other construction activities, or by road or rail traffic. At very long distances, the Rayleigh wave in rock can have a wavelength longer than 100 m. The connection between vibration and damage to buildings is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. In extreme cases, very small vibrations can trigger significant damage, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations. Dynamic stress from vibrations can accelerate the development of such damage – often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the High-Speed Rail is significant. Vibration impacts will continue with operation of the High-Speed Rail.

What are the Authority's plans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? How will owners be compensated for damage to structures?

Resident need to insist that the health impacts to animals and humans from vibration exposure be studied and monitored.

### •PARKS, RECREATION AND OPEN SPACE

#### Recreation

Acton is an "outdoor" community. A considerable amount of recreational

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Submission I645 (Lillian Smith, September 12, 2014) - Continued

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time is spent on horseback, hiking, playing sports or working in gardens.

The Pacific Crest Trail, equestrian trails and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury to horse and rider.

The overpowering noise of the High-Speed Rail may inhibit a hiker's or a rider's ability to perceive an external threat while on the trail (i.e., rattlesnakes, mountain lions, etc.). Acton and Agua Dulce are home to the Pacific rattlesnake.

•PUBLIC UTILITIES AND ENERGY

Public Services (Water, Energy, Waste, Etc.)

How will disruption water, energy and waste removal services be compensated?

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce. Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

•REGIONAL GROWTH

Area growth for the betterment of the community would cease.

Population Growth and Housing

Construction of the High-Speed Rail will not create any direct benefit to Acton or Agua Dulce; the negative impacts of the project are disproportionate to any benefit, and they are harmful to the rural community. This urban structure intrudes on Acton and Agua Dulce Community Standards for land development.

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on Acton's and Agua Dulce's rural environment. There is a high potential for negative impact on school enrollment. As residents flee, and prospective buyers refrain from relocating to Acton and Agua Dulce, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area.

•SAFETY AND SECURITY

Hazardous and Toxic Materials

Exposure to regular pesticide use associated with maintenance of the track rights-of-way is a concern. What is the risk of pesticide drift or restrictions on pesticide use which would impact agricultural? The High-Speed Rail Authority should study this impact.

Will site contaminants be stored or disposed of in Acton?

How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How will it ensure public safety when drilling or boring into methane gas deposits?

How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

How will the Authority protect the population from exposure to Valley Fever when causing major earth disturbances?

•SOCIOECONOMICS AND COMMUNITIES

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on the rural environment. There is a high potential for negative impact on school enrollment. As residents leave, and prospective buyers refrain from relocating to Acton-Agua Dulce, the area will continue to decline in value and size. Schools will close and remaining residents will need to bus or transport

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Submission I645 (Lillian Smith, September 12, 2014) - Continued

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their children to schools in other locations. Eventually, the town will die, or become an industrial area. Local businesses will have a declining population to serve, a circumstance that will drive them out of business.

•TRANSPORTATION AND TRAFFIC

During the construction phase and during the operation of the High-Speed Rail, motorists driving along existing streets and highways are likely to be inordinately distracted. This distraction is likely to increase the risk of traffic collisions and/or delays for emergency vehicle response. Temporary and permanent road closures during construction and operation of the High-Speed Rail most likely will cause significant disruption to community residents. Access to school sites may be limited for the SR14 Hybrid and SR14 East alignments during construction or final operation of the High-Speed Rail. Increased traffic will be caused by trucks, equipment, construction staff, inspectors, and the like due to demands of the project. Sierra Highway, Soledad Canyon Road and Angeles Forrest Highway are commuter roadways to locations north and south of Acton and Agua Dulce. There is high potential for transportation and traffic impacts along these roadways. There is a question of whether local roadways will be able to handle the increased level of service, load and capacity during construction. Who is responsible for repairing any damage to the roadways?

There are no traffic signals in Acton or Agua Dulce, save for one at the Vincent train station, in keeping with community standards and the desire to maintain a rural lifestyle. How will traffic delays be handled and mitigated?

•OTHER IMPACTS

The Authority has not reached out to disabled community members or shut-ins for their comments and concerns regarding this project. Some disabled Acton residents are unable to complete and mail their comment card, are unable to type, and/or do not have email access. This population has been under-served by the Authority even though they will be suffering the negative impacts of this rail project. •OTHER

CONSIDERATIONS

The manner in which this project has been segmented by the Authority poses a significant disadvantage to the Acton community. Acton has been informed that the Authority is not required to choose one of the alternative alignments (completely underground or avoiding the entire community of Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of Phase 1 of the High-Speed Rail project, the Authority cost analysis of avoiding Acton can exclude a more favorable route alignment. Acton should object to the manner in which the High-Speed Rail alignments have been segmented.


Thank you for your thorough attention to these issues.

Sincerely,  
Lillian Smith

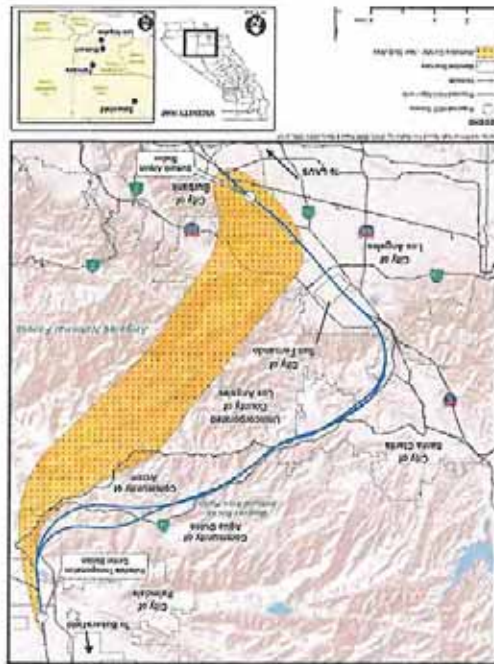
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EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	In Opposition to SR 14
Form Letter :	

Submission I646 (Wanda Soileau, August 25, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Wanda Soileau		DATE: 8/25/14	
MEETING LOCATION: Lakeview Terrace		AFFILIATION: property owner	
ADDRESS: 11410 Skyland Rd		EMAIL: playclothes@prodigy.net	PHONE: 818-352-5954
CITY: Sunland	STATE: CA	ZIP: 91040	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I'm concerned with the <u>alternate route</u> being considered. I live in Sunland on an A2 property where I care for 9 rescue animals. If the bullet train comes thru the National Forest it would zip through our agricultural properties at 200 MPH as well as Hansen Dam which is a wildlife refuge. We are just as rural as Acton and Sand Canyon - more so!</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>Even more troubling is the construction, blasting of tunnels workers and machinery invading the national forest to build bridges and tracks. We have already been devastated by the Station Fire and now this possible upheaval to the wildlife that is finally beginning to flourish here again.</p>			
ADDITIONAL COMMENTS:			
<p>The 14 and the 5 are already in existence. I don't see how shortening the route by 13 miles and 3 minutes - could possibly outweigh the devastation that would occur by routing through the Los Angeles Forest!</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I646 (Wanda Soileau, August 25, 2014)



By E-Mail: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 913

27 AUG 2014 PM 4 1



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335303



## Submission I647 (Katherine Solomon, August 8, 2014)

### Palmdale - Burbank - RECORD #153 DETAIL

**Status :** Pending  
**Record Date :** 8/18/2014  
**Response Requested :** No  
**Submission Date :** 8/8/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Katherine  
**Last Name :** Solomon  
**Professional Title :**  
**Business/Organization :**  
**Address :** 26937 Hillsborough Pkwy 14  
**Apt./Suite No. :**  
**City :** Valencia  
**State :** CA  
**Zip Code :** 91354  
**Telephone :** 661-753-6479  
**Email :** kat\_268@att.net  
**Cell Phone :**  
**Email Subscription :** All Sections, Palmdale - Burbank  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Katherine Solomon8-8-14  
Santa Clarita MeetingSierra Club (Affiliation)  
26937 Hillsborough Pkwy 14  
Valencia, CA 91354  
661-753-6479

Please add me to your mailing list (statewide and Palmdale to Burbank)

#### Issues:

The following issues are ones that have not been well-addressed:  
--CEQA needs to be followed (in addition to NEPA). I was told that it will be followed in the future. However, I also spoke to various experts who gave me conflicting responses on this matter. I don't have a lot of faith that CEQA will truly be addressed at this time.

--Where is the water coming from while we are in the middle of a serious drought?

--Where is the concrete coming from? CEMEX is right next door in Santa Clarita. Our community has spent millions of dollars fighting CEMEX. I fear that when concrete is in serious demand all of our efforts to fight CEMEX will be for nothing. \*Buck McKeon has not fought CEMEX....is this why???

--I am concerned that I was never notified of this scoping meeting even though I attended other meetings. I should have also been notified as the Sierra Club Conservation Co-Chair for Santa Clarita Valley.

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Submission I647 (Katherine Solomon, August 8, 2014) - Continued

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--How are National  
Forest lands going to be protected?

--See Diblee maps  
from the USGS. This project crosses  
several active faults. The area between  
the 5-14 split is one of the most tectonically active areas on the PLANET! It  
rivals the uplift of the Himalayas. You want to tunnel through 17 miles of this  
seismically active!! This makes no sense and it endangers the lives of the  
potential passengers.

--Where is the  
electricity coming from? The Sierra Club  
(in theory) approves of rail versus car travel but not in this kind of  
situation. The damages far exceed any  
environmental advantage of rail travel.

--How many people's  
homes are endangered in the Acton area? Acton will become a ghost town if  
this project goes through. It will be right behind two schools. People will  
transfer their children out of  
the area to avoid this and then eventually people will move.

--It is very  
frustrating to see how poorly planned this project is. At the Scoping meeting  
concerned citizens  
were asked to not ask questions during the main presentation. When they  
were allowed to ask questions the  
area in question is so vaguely outlined that it is extremely difficult to make  
questions that are on-point. People need  
specifics. Where exactly is this being  
planned?

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

In Opposition to Alternative Corridor

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## Submission I648 (Donald Sommerfield, July 28, 2014)

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### Palmdale - Burbank - RECORD #15 DETAIL

**Status :** Unread  
**Record Date :** 7/28/2014  
**Response Requested :**  
**Submission Date :** 7/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** donald  
**Last Name :** sommerfield  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** newshound620@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** It makes me very angry that you won't run the high speed rail down the middle of the state. Instead, if it ever gets built we will still have to travel to damn L.A. or further to get to the rail. Stupid.  
  
Donald Sommerfield  
Ventura, CA

On Monday, July 28, 2014 9:41 AM, California High-Speed Rail Authority  
<southern.california@hsr.ca.gov> wrote:

California High-Speed Rail Statewide

[VIEW AS A WEBPAGE](#) | [FORWARD TO A FRIEND](#)

[English & Spanish PDF](#)

California High-Speed Rail Authority  
700 N. Alameda Street, Room 3-532  
Los Angeles, CA, 90012  
[southern.california@hsr.ca.gov](mailto:southern.california@hsr.ca.gov)

IF YOU NO LONGER WISH TO RECEIVE THESE EMAILS, [CLICK HERE TO UNSUBSCRIBE](#)  
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## Submission I648 (Donald Sommerfield, July 28, 2014) - Continued

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EIR/EIS Comment :

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[Yes](#)

## Submission I649 (Judy Sonney, September 8, 2014)

### Palmdale - Burbank - RECORD #768 DETAIL

**Status :** Pending  
**Record Date :** 9/10/2014  
**Response Requested :**  
**Submission Date :** 9/8/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Judy  
**Last Name :** Sonney  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** judysonney@ca.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** 09-08-14 sent via e-mail: palmdale\_burbank@hsr.ca.gov

Mark A McLoughlin, Director of Environmental Services  
Attention: Palmdale To Burbank Project Section  
CA High-Speed Rail Authority  
700 N. Alameda St. Room 3-532  
L.A., CA 90012

Dear Palmdale-Burbank HSR:  
I am a Property Owner in Shadow Hills and have been since 1981.  
I demand that this alternative route be permanently eliminated from consideration.  
You must take into consideration the cumulative environmental impacts already on the population in Los Angeles Districts 2,6 & 7. The major freeways (5,170,210,118) Metro-link Rail, DWP Power Plant, Hansen Dam, Burbank Airport, Whiteman Airport, landfills, trash facilities, gravel pits, quarries and many other heavy industrial uses show that Shadow Hills is already over burden and over saturated with infrastructure projects.  
Please do not burden us with this High Speed Rail Line too.  
Sincerely,  
Judy Sonney

**EIR/EIS Comment :** Yes  
**Need PI response :**  
**General Viewpoint on Project :**

## Submission I650 (Bob Spears, August 31, 2014)

### Palmdale - Burbank - RECORD #366 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Bob  
**Last Name :** Spears  
**Professional Title :**  
**Business/Organization :**  
**Address :** Santiago Road  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** bwsmetal@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

Dear High Speed Rail Authority:

Hi, my name is Bob Spears. I live on the back side of the LA County water tank near Santiago Road in Acton. Overall, the high speed rail is probably not too bad of an idea as far as conserving fuel and easing transportation congestion. But I don't understand why it needs to go so close to a small town. To the south side of Acton, on the south side of the existing railroad tracks, there's hundreds of thousands of acres of the Angeles National Forest that could be used for the new train route. A lot of people are saying that a train route through the forest could destroy habitat, species, and animals.

But it is easier or better to destroy our human population? The biggest problem in going through or so close to such a small town is that in some aspects it will destroy our town and many ranches, homes, and wells. My family and I have lived in this area since 1978. We know hundreds of people with beautiful custom homes and ranches here of several acres. It would be such a shame for all of us to lose our homes, land, and most, if not all, of their value.

Please consider making this particular segment of the high speed rail route farther from our little town of Acton, that is, going through the Angeles National Forest.

Bob Spears

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I651 (Colleen Spears, August 31, 2014)

### Palmdale - Burbank - RECORD #364 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Colleen  
**Last Name :** Spears  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** colleen@stylus.org  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Dear High-Speed Rail Authority,

I am writing to submit my comments regarding the public scoping meetings held over the past few months in Acton, a small historic "miner '49er" and rural cowboy town midway between your planned Burbank and Palmdale stops, where I have lived for 11 years on a beautiful 5-acre lot with a fantastic view of nearby mountains and valleys. In short, I feel very strongly that the high-speed rail project will destroy our scenic, peaceful town.

Specifically, in reaction to several of the characteristics that are being considered in regard to aligning this section of the high-speed rail, I would like to focus attention on 3 very significant ones.

- Aesthetics and Urban Design: Acton is a rural town, not an "urban" area by any stretch, so clearly bisecting it with a giant berm topped by a loud train making several passes a day will change the aesthetics and \_rural\_ design of our town. There are already train tracks used numerous times a day by Amtrak, Metro, and freight trains. Why not slow the high-speed rail down a bit as it passes through our tiny town and make the current tracks multi-use for the high-speed rail?

- Land Use and Development: The Acton-Agua Dulce Unified School District has fought long and hard to have a high school composed of permanent buildings rather than the current mobile trailers. After years of attempts and sidesteps, we have finally broken ground on the town's first permanent high school on a small plot next to the existing high school. Yet it seems all 3 of the proposed high-speed rail alignments pass within a few hundred yards of this school. Aside from the obvious noise and environmental affects the trains will have on teachers and students, California does not allow train tracks that close to schools. Was no research done in this area prior to publishing the proposed alignments?

- Socioeconomics and Communities: The high-speed rail will not even stop in our little town, yet it is touted as being beneficial to us. Rumors

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Submission I651 (Colleen Spears, August 31, 2014) - Continued

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regarding the train have already caused all of the town's property value to decrease. One of the proposed alignments appears to go directly through our house -- or, given our elevation, under our house. There has been little to no discussion or attempt to address concerns related to those of us who may either lose our homes to eminent domain, or have our deep water wells completely destroyed.

(A) If the high-speed rail alignment "merely" destroys our well, who will pay the \$100,000+ to bring LA County water up the steep hill to our house? On top of other expenses and the cost of a water meter, LA County charges by the foot to lay pipe, and it is over 200 feet from the nearest water main to our property.

(B) If the high-speed rail kicks us out of the serene home we worked hard to build and continue to work hard to pay for, what appraisal value will be used to buy our lovely home? The pre-high-speed rail project alignment value? The current and much lower probable-high-speed rail project alignment value? The very low post-high-speed rail project alignment value?

What recourse, if any, do we have to keep and/or keep the value of our home? I have yet to hear a definitive answer.

Is it reasonable to destroy an entire community in the name of "progress"? Given what appears to be the inevitability of the high-speed rail going through Acton, please consider the all-underground tunneling option, which would at least allow most of the townspeople to keep their homes, and the schoolchildren to be able to hear their teachers. And for those of us trembling under the threat of eminent domain taking away the precious little pieces of the planet we have spent so much time and energy on, please provide guidance, fair policies, and recourse.

Thank you for your time.

Colleen Spears

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

**Form Letter :**

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## Submission I652 (Colleen Spears, September 10, 2014)

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<b>Palmdale - Burbank - RECORD #779 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/11/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	9/10/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Colleen
<b>Last Name :</b>	Spears
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	colleen@stylus.org
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Dear High-Speed Rail Authority,

On August 31, 2014, I submitted my comments regarding the public scoping meetings held in Acton. However, I recently realized a horned lizard on our property may be endangered, so I wanted to send a photo of it (attached to this e-mail) as part of my comments. I took the photo at the intersection of San Gabriel Ave. and Deer Path Rd., 93510, on May 28, 2014.

Thank you.

Colleen Spears

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	
<b>Attachments :</b>	Acton_horned_lizard Copy.pdf (7 mb)

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Submission I652 (Colleen Spears, September 10, 2014)

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## Submission I653 (Teresa Spencer, California Horse Barns, August 18, 2014)

### Palmdale - Burbank - RECORD #125 DETAIL

**Status :** Pending  
**Record Date :** 8/18/2014  
**Response Requested :** No  
**Submission Date :** 8/18/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Teresa  
**Last Name :** Spencer  
**Professional Title :**  
**Business/Organization :** California Horse Barns  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :** 661-269-1375  
**Email :** californiahorsebarns@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Here are the questions that have not yet to be answered by HSR authorities:

#1: What type of emergency services will be staffed for any accident(s) that may occur?

a. If you are relying on LA County Fire services, how can you guarantee the community that in the event of an emergency response required by HSR personnel, if there is an additional emergency response needed in the Acton or Agua Dulce Community that their needs will additionally be served WITHOUT adding more personnel to the existing system in place costing tax payers additional money for both locations for emergency service personnel and or equipment?

#2: How can you guarantee that the Santa Clara River Aquifer will not be disturbed?

a. The Santa Clara river services residents of Acton, Soledad Canyon, Santa Clarita, Piru, Santa Paula AND Ventura.

b. If the aquifer is disturbed, how and where do you expect to obtain water for ALL the listed residents? Since Antelope Valley DOES not have access to the Mono Lake water and they bring in water themselves for the Antelope Valley Residents, how do you propose to fill ANY/ALL deficiencies that may occur?

#3: How can you guarantee that the San Andres Fault WILL not be affected by the drilling? What IF earthquakes do occur and how can you guarantee residents that their property will be re-built and or compensation will be given in the event that the "Palmdale Bubble" does in fact blow causing an enormous earthquake?

#4: What guarantee can you give homeowners that may be affected by large trucks and equipment on existing roads of home & Property values if they wish to sell during the 10-15 years of construction?

#5: How are you going to guarantee the community that ALL affected roads and highways during construction WILL be maintained in their existing condition?

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Submission I653 (Teresa Spencer, California Horse Barns, August 18, 2014) -  
Continued

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a. If you plan on building new roads where are those going to occur and how will the community be informed PRIOR to the building of those roads at to the proposed locations?

b. After construction of the HSR is complete, will the access roads be removed and the terrain repaired to it's original topography

\*I look forward to your response to these questions.\*

\*Teresa \*

California Horse Barns <<http://www.Facebook.com/CaliforniaHorseBarns>>  
EquestriSafe, LLC <<http://www.equestrisafe.com/>>  
661-269-1375

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

**CERTIFIED MAIL**

32190 Cedarcroft Rd.  
Acton, CA 95310

B/C  
8-23-14

7013 3020 0002 0474 6355

**U.S. POSTAGE**  
**PAYMENT REQUIRED**  
ACTON, CA  
95310  
RUE 214  
PERMIT  
\$3.79  
00046357-02

**1006**

**90012**

**UNITED STATES POSTAL SERVICE**

**MARTIN A. McLAUGHLIN**  
Director of Environmental Services  
California HSR Authority  
700 North Alameda St Room 3-532  
LA CA 90012

Att'n: Palmdale to Burbank  
SECTION

Project Level EIR/EIS

900128CGS2



Submission I654 (Kelly and Teresa Spencer, August 23, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Kelly + Teresa Spencer

DATE: 8/19/14

MEETING LOCATION:

AFFILIATION:

ADDRESS: 32190 Cedarcroft Rd

EMAIL:

PHONE:

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☐ STATEWIDE

☒ PALMDALE TO BURBANK

☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Santa Clara Aquifer / riverbed - contamination + loss of water for Acton, Aqua Dulce, Solidad Cyn, Santa Clarita, River, Santa Paula + Ventura  
Disruption of hill sides, vegetation, animals + plants in the areas of construction. How will these areas recover from permanent damage?  
Concerns of Earthquakes because of Blasting + drilling near the San Andreas fault + Palmdale Subble.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Any vulnerable plant or animal life species that will permanently be affected by construction, road, etc.  
Horse trail availability + safety of Equestrians during + after construction

ADDITIONAL COMMENTS:

See additional attached Page - sent via Email. 8/16/14

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

## Submission I654 (Kelly and Teresa Spencer, August 23, 2014) - Continued

Gmail - questions re: High Speed Rail

Page 1 of 1



Teresa Spencer <californiahorsebarns@gmail.com>

### questions re: High Speed Rail

1 message

Teresa Spencer <californiahorsebarns@gmail.com>  
To: palmdale\_burbank@hst.ca.gov

Sat, Aug 16, 2014 at 8:24 PM

Here are the questions that have not yet to be answered by HSR authorities:

#1: What type of emergency services will be staffed for any accident(s) that may occur?

a. If you are relying on LA County Fire services, how can you guarantee the community that in the event of an emergency response required by HSR personnel, if there is an additional emergency response needed in the Acton or Agua Dulce Community that their needs will additionally be served WITHOUT adding more personnel to the existing system in place costing tax payers additional money for both locations for emergency service personnel and or equipment?

#2: How can you guarantee that the Santa Clara River Aquifer will not be disturbed?

a. The Santa Clara river services residents of Acton, Soledad Canyon, Santa Clarita, Piru, Santa Paula AND Ventura.

b. If the aquifer is disturbed, how and where do you expect to obtain water for ALL the listed residents? Since Antelope Valley DOES not have access to the Mono Lake water and they bring in water themselves for the Antelope Valley Residents, how do you propose to fill ANY/ALL deficiencies that may occur?

#3: How can you guarantee that the San Andres Fault WILL not be affected by the drilling?

What IF earthquakes do occur and how can you guarantee residents that their property will be re-built and or compensation will be given in the event that the "Palmdale Bubble" does in fact blow causing an enormous earthquake?

#4: What guarantee can you give homeowners that may be affected by large trucks and equipment on existing roads of home & Property values if they wish to sell during the 10-15 years of construction?

#5: How are you going to guarantee the community that ALL affected roads and highways during construction WILL be maintained in their existing condition?

a. If you plan on building new roads where are those going to occur and how will the community be informed PRIOR to the building of those roads at to the proposed locations?

b. After construction of the HSR is complete, will the access roads be removed and the terrain repaired to it's original topography



I look forward to your response to these questions.

**Teresa**

California Horse Barns  
EquestriSafe, LLC  
661-269-1375

[https://mail.google.com/mail/u/0/?ui=2&ik=2a902f2bab&view=pt&q=palmdale\\_burbank...](https://mail.google.com/mail/u/0/?ui=2&ik=2a902f2bab&view=pt&q=palmdale_burbank...) 8/19/2014

Submission I655 (Andy Spiegel, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <b>ANDY SPIEGEL</b>		DATE: <b>8/28/2014</b>	
MEETING LOCATION: <b>ACTON</b>		AFFILIATION:	
ADDRESS: <b>32333 SILVERADO LN.</b>		EMAIL:	PHONE: <b>661-993-1452</b>
CITY: <b>ACTON</b>	STATE: <b>CA</b>	ZIP: <b>93510</b>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I have enclosed 6 pages of concerns. please refer to attached issues of concern and be aware that the attached 6 pages will adversely affect the health and financial well being of my family.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>The HSR will negatively impact my home based business as well as all of the property values in the outlying areas.</p>			
ADDITIONAL COMMENTS: <p>There will be additional concerns when more information is made available by the High speed rail authority and future studies have been made available</p>			
			

Submission I655 (Andy Spiegel, August 29, 2014) - Continued

**Aesthetic and Visual Quality**

Permanent visual changes will result from introduction of the High-Speed Rail through Acton and Agua Dulce. The landscape is scenic and rural. In contrast, the High-Speed Rail adds an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Sierra Highway, Angeles Forrest Highway, Red Rover Mine Road, Soledad Canyon Road and others would detract from existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast

with existing landscape settings, and light and shadow effects is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and timers should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.

Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled.

Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

**•AGRICULTURAL, FARMLAND AND FOREST LAND**

**Agricultural Resources**

The majority of Acton and Agua Dulce properties are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rail?

What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including historic Blum Ranch, are inevitable.

Many properties are currently used for boarding and breeding of horses and other animals. Large areas along the alignment will be adversely affected by noise and other impacts and will have a huge deleterious effect on livestock and on residents engaged in livestock management.

**•AIR QUALITY AND GLOBAL CLIMATE CHANGE**

**Public Health and Hazards, Air Quality**

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of the High-Speed Rail will generate large volumes of dust.

Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic elements, such as certain heavy metals.

Valley Fever, caused by a fungus found in the soil, can be contracted by simply breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, Valley Fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses.

People susceptible to the health effects of fine and coarse dust particles are:

- \* Infants and adolescents

- \* Elderly

- \* People with respiratory conditions such as asthma, bronchitis, and emphysema

- \* People with heart disease

- \* People with diabetes

Research also shows association of coarse particle pollution with heart problems, angina and heart attacks.

**•BIOLOGICAL RESOURCES AND WETLANDS**  
**Biological Resources (Including Wetlands, and Special Status Species and Their Habitat)**

Acton is a known migratory route for birds and

Andy Spiegel  
32333 Silverado LN  
Acton, CA 93510

## Submission I655 (Andy Spiegel, August 29, 2014) - Continued

arantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and the roadrunner. It is recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcat and deer.

Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There are also scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa Ana sucker; the two striped garter snake also inhabits this area. The endangered spiny tailed lizard also resides in Acton.

There is a viewing area for wild animals and birds located at the Soledad campground.

Acton is home to the Shambala Preserve, an exotic wildlife rescue.

The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly proposed Wildlife Corridor south of Acton?

### •CULTURAL AND HISTORIC RESOURCES

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relics on Acton and Agua Dulce properties.

In addition, there is a potential impact on paleontological resources. There are formations with potential for containing fossils of fish, mollusks, sea cows, turtles, tapirs, horses, camels, peccaries, rodents, birds, lizards, gophers and vultures.

Governor Mine and Red Rover Mine are historic mines. Acton. Mining operations are still active in these areas.

The Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

### •CUMULATIVE IMPACTS

A typical High Speed Train, at grade, would have 50 to 100 foot (15-31m) fenced right-of-way, and an elevated guide-way would have a 50 foot (15m) right-of-way. The 100 foot width would be compatible to a six-lane highway. Catenary supports 26 feet (8m) in height could be located every 30 feet (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative could include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour.

There would be extensive significant adverse impacts on air quality, land use, aesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches

local land use plans. These impacts fall disproportionately to Acton residents as there is no direct benefit to the rural community. The new Antelope Valley Area Plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of the Acton community.

Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

### •ELECTROMAGNETIC INTERFERENCE /FIELDS (EMI/EMF)

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. There is a possible association with childhood leukemia.

What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WiFi?

### •ENVIRONMENTAL JUSTICE

#### Economic and Social Impacts,

#### Environmental Justice (Blighting)

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ decibel train roaring by frequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property values may drop by as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location.

The High-Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale.

Temporary and permanent road closures during construction potentially will increase driving distances and gasoline expenses for community members who remain.

Corridor alignments and viaducts potentially can

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## Submission I655 (Andy Spiegel, August 29, 2014) - Continued

### •GEOLOGY, SOILS, SEISMIC AND PALEONTOLOGY

#### Mineral Resources

Acton is known for its rich mining history. Currently, there are active mines in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation located near the SR14 West alignment.

The Santa Clara River is a natural clean water source for Acton and Agua Dulce. Train alignment would encroach on the riverbed.

#### Geology and Soils

Acton is home to several active earthquake faults. The Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above-grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of Acton. Drilling/boring through this rock has a high risk of releasing asbestos particles inherent in the rock.

### •HAZARDOUS MATERIALS AND WASTES

#### Greenhouse Emissions

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads.

How does the Authority expect to handle potential exposures?

### •HYDROLOGY AND WATER RESOURCES

#### Hydrology and Water Quality

Most of Acton depends upon well water for residential and agricultural needs.

Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which could contaminate ground water. Trenching or tunneling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line.

Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to

the aquifer that feeds residential wells in the community.

The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

\* How will the regulations of the Clean Water Act be fulfilled?

\* How will residents be compensated for damage to their well, loss of production, contamination, etc.?

\* Will the Authority perform a baseline study of all wells in the Acton area?

\* How will the Authority prevent disruption to the hydrological patterns?

\* How will the Authority control run-off so that water recharges the aquifer?

\* How will the Authority prevent fracturing of Blue Lines?

\* If new wells must be drilled, will the Authority compensate property owners for wells that do not meet the current Los Angeles County standards for well production?

\* In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?

\* Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?

### •LAND USE AND DEVELOPMENT, STATION PLANNING

#### Red Rover Mine Canyon Safety

In regard to one of the possible alignments that crosses the entrance to Red Rover Mine Road (SR14 HYBRID), a significant safety concern exists. Red Rover Mine Road winds its way through a canyon that dead-ends two miles north of the entrance. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, slope failure, or the like. Traffic patterns on Red Rover Mine Road would be challenged significantly and for an extended period of time during the construction phase. Construction of a viaduct and boring of a tunnel in this area will impact the grade and drainage of adjoining properties. There are at least 70 homes in Red Rover Canyon.

## Submission I655 (Andy Spiegel, August 29, 2014) - Continued

### Impact on School and Church Services

Regarding the SR14 East alignment passing close to the public Middle School and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. A track failure, viaduct collapse or train derailment in such close proximity to the schools would have devastating consequences. The Middle School also hosts church services. Both school and church activities will suffer negative adverse impacts from noise, vibration and degraded air quality which cannot help but adversely affect the learning and worshipping environment.

### Angeles Forest Alignment

The newly proposed Angeles Forrest alignment affects Angeles Forrest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce. These areas host many large parcels of open space, orchards, trails, the Shambala Wildlife Preserve, animal rescues, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River runs along this alignment area as well. These areas need environmental protection in order to maintain harmony in their ecological systems and to preserve the natural resources of the area.

Construction of a huge corridor containing the urban structures of the magnitude required by a High-Speed Train is in direct opposition to the Los Angeles County Area Plan for the community that has been designated as a rural community. The High-Speed Train is an assault on the harmonious and peaceful nature of Acton's rural lifestyle.

### •NOISE AND VIBRATION

#### Noise

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages the decibels generated by the High-Speed Rail during an hour-long period as 85 decibels. The tunnel portal effect creates a sonic boom impact as

the train leaves the tunnel. Studies show that sleepers exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; bats avoid hunting in areas with road noise. Sound impacts can have important implications for the health and vitality of wildlife populations.

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased heart rate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. The Authority EIR review process does not study the impact of noise on wildlife or animals. Residents need to demand that the Authority include in the EIR studies, the impact of noise exposure on animals. There are plenty of research studies by outside agencies available that can be used by the Authority outlining the negative impact of noise on domestic animals and wildlife. In addition, the noise study that the Authority uses will average the noise impacts of the High-Speed Rail over time. This averaging dilutes the noise impacts of the High-Speed Rail because noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rail as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten.

Residents should demand that the Authority also consider noise impacts as they are projected through the local mountainous terrain, valleys and canyons. The Authority has studied noise impacts only on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. Acton residents need to insist that the Authority consider these noise impacts throughout Acton, impacts that may be greater than what the Authority is using as EIR study information.

Studies show that noise is more disturbing if it is loud, occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the High-Speed Rail is also contingent upon this noise exposure.

The High-Speed Rail is scheduled to operate between 5:00 a.m. and midnight, with scheduled round trips five to six times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing

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## Submission I655 (Andy Spiegel, August 29, 2014) - Continued

reversible industrial disease. Noise produces stress reactions. Noise affects the cardiovascular system and an increase blood pressure. There is an increased risk of accidents associated with noise. There is a correlation between low birth weight babies, birth defects and high sound levels (World Health Organization). Young children exposed to noise have a higher heart rate than children in quieter surroundings.

Exposure to noise stress places people at increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress. Environmental noise regulations usually specify a maximum outdoor noise level of 60 to 65 decibels!

### Vibration

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, the motion from a large blast can be perceived from far

away. Humans and animals react to the faint motion with alert and fear reflexes, reflexes that have their origin in the distant past when the need to react to danger by flight was a condition of survival. Humans, to a certain extent, still interpret vibrations as a warning signal, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources difficult to identify, such as those from distant blasting, are unconsciously registered by humans as very disturbing – especially if there is no warning.

In construction work, in addition to the ground vibrations generated by blasting, nearby activities such as driving, piling, traveling by trucks or trains also generate ground vibrations. At some distance from the source, the wavelength range of vibration will dominate – whether it is generated by blasting, other construction activities, or by road or rail traffic. At very long distances, the Rayleigh wave in rock can have a wavelength longer than 100 m. The connection between vibration and damage to buildings is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. In extreme cases, very small vibrations can trigger significant damage, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations. Dynamic stress from vibrations can accelerate the development of such damage – often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the High-Speed Rail is significant. Vibration impacts will continue with operation of the High-Speed Rail.

What are the Authority's plans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? How will owners be compensated for damage to structures?

Residents need to insist that the health impacts to animals and humans from vibration exposure be studied and monitored.

### •PARKS, RECREATION AND OPEN SPACE

#### Recreation

Acton is an "outdoor" community. A considerable amount of recreational time is spent on horseback, hiking, playing sports or working in gardens.

The Pacific Crest Trail, equestrian

trails and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury to horse and rider.

The overpowering noise of the High-Speed Rail may inhibit a hiker's or a rider's ability to perceive an external threat while on the trail (i.e., rattlesnakes, mountain lions, etc.). Acton and Agua Dulce are home to the Southern Pacific rattlesnake.

### •PUBLIC UTILITIES AND ENERGY

#### Public Services (Water, Energy, Waste, Etc.)

How will disruption water, energy and waste removal services be compensated?

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce. Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

### •REGIONAL GROWTH

Area growth for the betterment of the community would cease.

#### Population Growth and Housing

Construction of the High-Speed Rail will not create any direct benefit to Acton or Agua Dulce; the negative impacts of the project are disproportionate to any benefit,

## Submission I655 (Andy Spiegel, August 29, 2014) - Continued

and they are harmful to the rural community. This urban structure intrudes on Acton and Agua Dulce Community standards for land development.

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on Acton's and Agua Dulce's rural environment. There is a high potential for negative impact on school enrollment. As residents flee, and prospective buyers refrain from relocating to Acton and Agua Dulce, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area.

### •SAFETY AND SECURITY

#### Hazardous and Toxic Materials

Exposure to regular pesticide use associated with maintenance of the track rights-of-way is a concern. What is the risk of pesticide drift or restrictions on pesticide use which would impact agricultural? The High-Speed Rail Authority should study this impact.

Will site contaminants be stored or disposed of in Acton?

How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How

will it ensure public safety when drilling or boring into methane gas deposits?

How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

How will the Authority protect the population from exposure to Valley Fever when causing major earth disturbances?

### •SOCIOECONOMICS AND COMMUNITIES

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on the rural environment. There is a high potential for negative impact on school enrollment.

As residents leave, and prospective buyers refrain from relocating to Acton-Agua Dulce, the area will continue to decline in value and size. Schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, become an industrial area. Local businesses will have declining population to serve, a circumstance that will drive them out of business.

### •TRANSPORTATION AND TRAFFIC

During the construction phase and during the operation of the High-Speed Rail, motorists driving along existing

streets and highways are likely to be inordinately distracted. This distraction is likely to increase the risk of traffic collisions and/or delays for emergency vehicle response. Temporary and permanent road closures during construction and operation of the High-Speed Rail most likely will cause significant disruption to community residents. Access to school sites may be limited for the SR14 Hybrid and SR14 East alignments during construction or final operation of the High-Speed Rail. Increased traffic will be caused by trucks, equipment, construction staff, inspectors, and the like due to demands of the project.

Sierra Highway, Soledad Canyon Road and Angeles Forrest Highway are commuter roadways to locations north and south of Acton and Agua Dulce. There is high potential for transportation and traffic impacts along these roadways. There is a question of whether local roadways will be able to handle the increased level of service, load and capacity during construction. Who is responsible for repairing any damage to the roadways?

There are no traffic signals in Acton or Agua Dulce, save one at the Vincent Train Station in keeping with community standards and the desire to maintain a rural lifestyle. How will traffic delays be handled and mitigated?

### •OTHER IMPACTS

The Authority has not reached out to disabled community members or shut-ins for their comments and concerns regarding this project. Some disabled Acton residents are unable to complete and mail their comment card, are unable to type, and/or do not have email access. This population has been under-served by the Authority even though they will be suffering the negative impacts of this rail project.

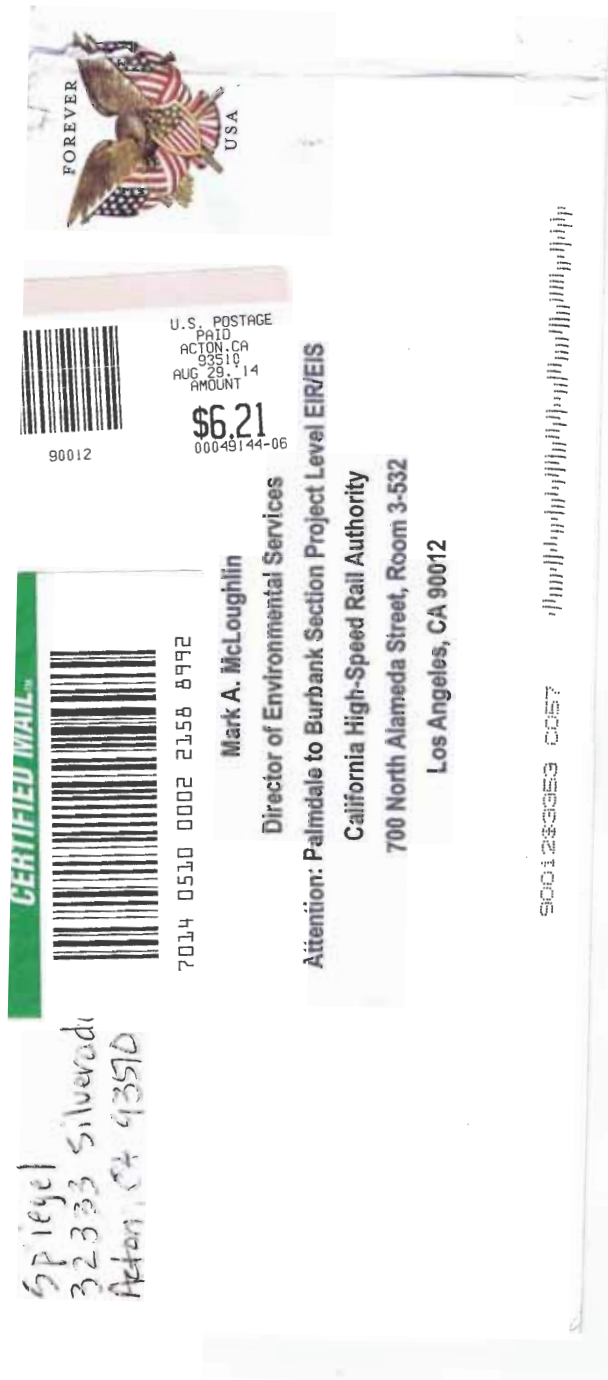
### •OTHER CONSIDERATIONS

The manner in which this project has been segmented by the Authority poses a significant disadvantage to the Acton community. Acton has been informed that the Authority is not required to choose one of the alternative alignments (completely underground or avoiding the entire community of Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of Phase 1 of the High-Speed Rail project, the Authority cost analysis of avoiding Acton can exclude a more favorable route alignment. Acton should object to the manner in which the High-Speed Rail alignments have been segmented.

*Sincerely,  
Andy Spiegel*

8/28/2014

Submission I655 (Andy Spiegel, August 29, 2014)



## Submission I656 (Robin Spurs, August 28, 2014)

### Palmdale - Burbank - RECORD #550 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Robin  
**Last Name :** Spurs  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** gmhazlet@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** gmhazlet@yahoo.com

From: Robin Spurs <robin@robinspurs.com>  
To: palmdale\_burbank@hsr.ca.gov; councilmember.fuentes@lacity.org;  
councilmember.englander@lacity.org; mayor.garcetti@lacity.org  
Sent: Tuesday, August 26, 2014 11:07 AM  
Subject: STRONG opposition of a bullet train being built from Burbank to  
Palmdale with the currently proposed route

Dear Mayor Garcetti and SFV Councilmembers:

I am writing this letter in STRONG opposition of a bullet train being built from Burbank to Palmdale with the currently proposed route.

My reasons for this are:

- a) This route would disrupt significant water resources and natural springs,
- b) This project would severely disrupt one of few remaining travel corridors and habitats for wildlife,
- c) This route would cross several active earthquake fault systems,
- d) This route would pass through several residential communities requiring plan amendments to Land Use,
- e) This area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding,
- f) This area is a flood plane with history of severe flooding,
- g) This area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker,
- h) This area has an unstable geology with known areas subject to liquefaction,
- i) It is inequitable to route a project through a less economically affluent area

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Submission I656 (Robin Spurs, August 28, 2014) - Continued

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to the sole benefit of more affluent communities,  
j) A prior Metrolink study found a route through the mountains to be 10 times more costly.

As a horse owner who enjoys the peaceful wildlife that we are so lucky to have in the Hansen Dam Recreation Area; an area that is protected and whose residents continually fight for its future and work daily to ensure it is maintained and safe for all who are passionate about the area, I cannot sit idly and watch plans to detract from one of our precious few open spaces in Los Angeles county.

Hansen Dam is part of what makes our valley great!

I'm BCCing many of my friends and asking that they join with me in this email campaign to prevent this from happening.

Sincerely,  
Robin Spurs  
Lake View Terrace Resident

**EIR/EIS Comment :**


Yes

**Need PI response :**


Yes- Standard Response

**General Viewpoint on Project :**  
**Form Letter :**


Submission I657 (Janet Squires, August 5, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>JANET SQUIRES</u>		DATE: <u>8/5/2014</u>	
MEETING LOCATION: <u>HART PARK</u>		AFFILIATION:	
ADDRESS:	EMAIL: <u>jsquires31@ca.hsr.ca.gov</u>	PHONE:	
CITY:	STATE: <u>CA</u>	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request in active legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>You cannot mitigate the results that are easily foreseen when tunneling through one of the most tectonically unstable areas in the world.</p> <p>How do you plan to avoid impacting the National Forest &amp; Nature Conservancy Properties?</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>How will miles of tunneling affect the water table &amp; watershed that supplies local wells?</p> <p>How will you protect wildlife corridors?</p>			
ADDITIONAL COMMENTS:			
<p><b>I WANT A CEQA REVIEW!</b></p> <p>* By the time this project is completed, the technology will be obsolete.</p> <p>* In 2 hours &amp; 40 minutes I can drive to Burbank &amp; fly to San Francisco - This project is vastly over budget and I doubt that it could pass a public referendum today.</p>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I658 (Richard Squires, August 5, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Richard Squires</i>		DATE: <i>Aug 5, 2014</i>	
MEETING LOCATION: <i>Newhall</i>		AFFILIATION:	
ADDRESS: <i>26800 Espuma</i>	EMAIL: <i>richard.squires@comcast.net</i>	PHONE:	
CITY: <i>Santa Clara</i>	STATE: <i>CA</i>	ZIP: <i>91350</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal notice to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ol style="list-style-type: none"> <li>1. Seismic risk is incalculable (e.g., the San Gabriel fault has been active in the last few years [M3.9 Oct 28, 2012]; there is an unnamed <sup>important</sup> fault that trends parallel with the proposed rail segment just north of Sylmar in Garrettsville Canyon).</li> <li>2. Destruction of important <sup>native-white</sup> fossil beds in Elsmore Canyon (i.e., richly fossiliferous Tertiary Formation).</li> <li>3. Slope instability problems near Via Pinerosa. This, like the earthquake hazards, are historic problems.</li> </ol>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<ol style="list-style-type: none"> <li>3. Potential harm to the beautiful Elsmore Canyon ecology. This land belongs now to the Santa Monica Mtns. Consequently, I can't believe that they will go along with your wrong-minded and ill-conceived plan.</li> <li>4. I want a CEQA review.</li> </ol>			
ADDITIONAL COMMENTS:			
<p>The original Nov. 4, 2008 proposal approved by voters is <u>not</u> the same as the current plan. Your blended system is no longer a genuine high-speed rail. The original proposal has been so severely compromised, you must have a referendum &amp; put it up for a new vote — with <u>Full disclosure of all the problems</u>.</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I659 (Claude C. Sricchia, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>CLAUDE C. SRICCHIA</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>ACTON LIBRARY</u>		AFFILIATION:	
ADDRESS: <u>3661 SOLEDAD CYN.</u>		EMAIL:	PHONE: <u>(661) 269-1745</u>
CITY: <u>ACTON</u>	STATE: <u>CALIF.</u>		ZIP: <u>93510</u>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply): <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>CONCERNED ABOUT THE ALTERNATIVE CORRIDOR (NEW STUDY AREA) WHERE IT CROSSES THE RAILROAD TRACKS IN THE AREA OF SOLEDAD CYN, RD. &amp; CROWN VALLEY RD. IN ACTON</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  <u>NOISE LEVEL</u>			
ADDITIONAL COMMENTS:			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

Submission I660 (Claude Sricchia, August 11, 2014)

CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <u>CLAUDE C. SRICCHIA</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>ACTON LIBRARY</u>		AFFILIATION:	
ADDRESS: <u>3661 SOLEDAD CYN. RD.</u>		PHONE: <u>(661) 269-1745</u>	
CITY: <u>ACTON</u>		STATE: <u>CALIF.</u>	
CITY: <u>ACTON</u>		ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>CONCERNED ABOUT THE ALTERNATIVE CORRIDOR (NEW STUDY AREA) WHERE IT CROSSES THE RAILROAD TRACKS IN THE AREA OF SOLEDAD CYN. RD. &amp; CROWN VALLEY RD. IN ACTON</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank.los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I661 (Thomas Stallman, August 28, 2014)

### Palmdale - Burbank - RECORD #549 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Thomas  
**Last Name :** Stallman  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9754 Johanna Place  
**Apt./Suite No. :**  
**City :** Sunlad  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** thomasstallman@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mark A. McLoughlin,  
Director of Environmental Services

ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

This HSR train needs to stay along already established Freeway and Train Routes. As it enters the City it should travel through already established industrial corridors and established train routes. The very last place the train should run is through Protected Natural Watersheds, National Forests, earthquake faults, Equestrian Zones and Residential Neighborhoods. Do not begin a process that will endanger one of Los Angeles last working eco-systems. You will not barrel that train through these protected areas without a lengthy and costly legal battle. You are considering this area because you feel it doesn't have a voice. But it does have a voice and it has a myriad of already established protections.

Keep the noise pollution at the freeways where it already exists and where you have already spent millions building concrete block sound barriers. In the suburbs and city keep the sound pollution in established Industrial Corridors where people do not sleep. Keep the pollution on streets and freeways where it can be monitored and maintained. Do not change the rules that we all must live by to suit your political expediency. Do not put out vague new proposals and then pretend that you have "informed" the community. We live in this area because we love it and we are doing our part to protect it. This is the City of Los Angeles's Mountains and Rain Water Wash. It creates the water we drink and the air we breath.

Thomas Valle Stallman  
9754 Johanna Place

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Submission I661 (Thomas Stallman, August 28, 2014) - Continued

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EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

Submission I662 (Susan Stanford, September 22, 2014)

September 9th, 2014

Mark A. McLoughlin, Director of Environmental Services  
[palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov) (email)  
**ATTN: PALMDALE TO BURBANK PROJECT SECTION**  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Dear Mr. McLoughlin:

As a resident of Shadow Hills I am very concerned about the HSR destroying our unique way of life. I feel that we were blindsided by the rerouting of the HSR! To even think of destroying an established, unique and loved neighborhood is unacceptable. Shadow Hills is the only equestrian area left in the city and needs to be left unmolested. Please the best and most logical route is to follow the 51H as originally planned, and exclude the new study area from further consideration.

Sincerely, Susan Stanford

Sincerely,

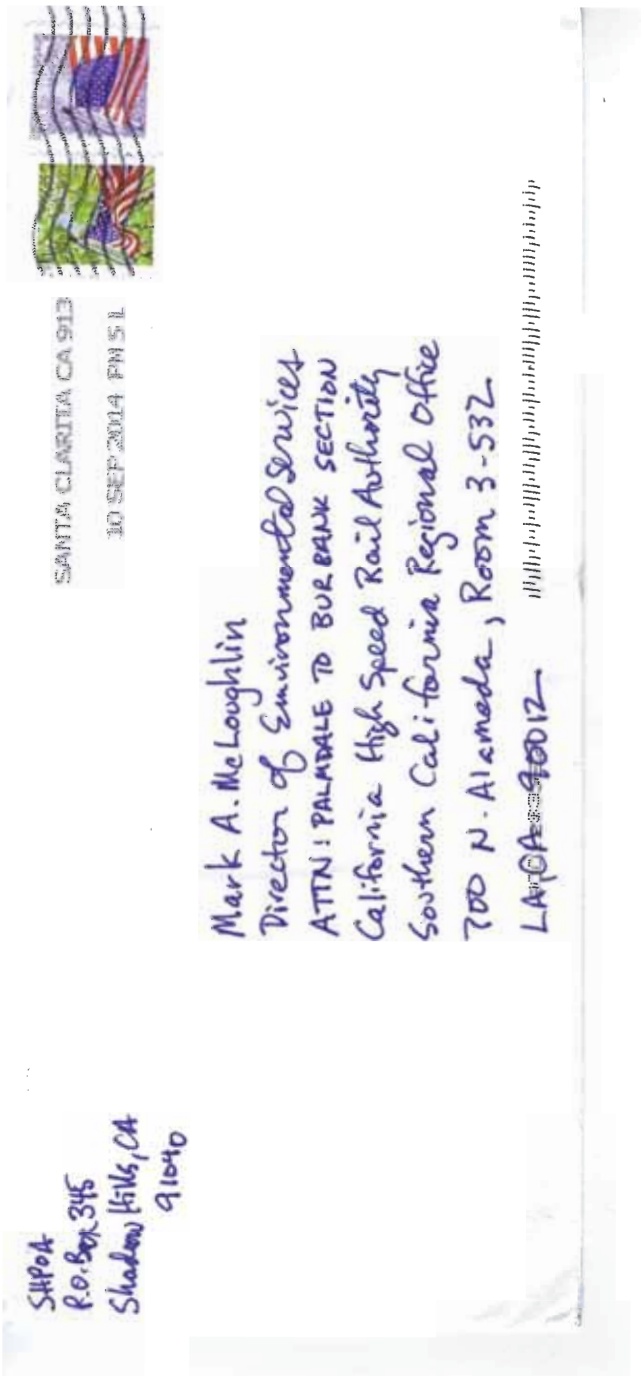
Name  
Street Address  
City, State ZIP  
Email address

cc:  
[felipe.fuentes@lacity.org](mailto:felipe.fuentes@lacity.org)  
[Claudia.rodriquez@lacity.org](mailto:Claudia.rodriquez@lacity.org)  
[Wesly.hernandez@lacity.org](mailto:Wesly.hernandez@lacity.org)  
[Councilmember.martinez@lacity.org](mailto:Councilmember.martinez@lacity.org)  
[fifthdistrict@lacos.org](mailto:fifthdistrict@lacos.org)  
[shpoa@shpoa.us](mailto:shpoa@shpoa.us)  
[zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)  
[teresa.lamb@mail.house.gov](mailto:teresa.lamb@mail.house.gov)

[Paul.krekorian@lacity.org](mailto:Paul.krekorian@lacity.org)  
[marcos.sanchez@asm.ca.gov](mailto:marcos.sanchez@asm.ca.gov)  
[tbell@lacos.org](mailto:tbell@lacos.org)  
[mcano@lacos.org](mailto:mcano@lacos.org)  
[raul.bocanegra@asm.ca.gov](mailto:raul.bocanegra@asm.ca.gov)  
[mayor.garcetti@lacity.org](mailto:mayor.garcetti@lacity.org)  
[jim.dantona@lacity.org](mailto:jim.dantona@lacity.org)

10551 City View  
Shadow Hills  
CA

Submission I662 (Susan Stanford, September 22, 2014)



## Submission I663 (Larry Starr, August 5, 2014)

### Palmdale - Burbank - RECORD #11 DETAIL

**Status :** Pending  
**Record Date :** 8/7/2014  
**Response Requested :** No  
**Submission Date :** 8/5/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Larry  
**Last Name :** Starr  
**Professional Title :**  
**Business/Organization :**  
**Address :** 24932 Avenida Balita  
**Apt./Suite No. :**  
**City :** Valencia  
**State :** CA  
**Zip Code :** 91355  
**Telephone :**  
**Email :** starrfire7685@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** 8/5/14

Lawrence Blanton

24932 Avenida Balita, Valencia, CA 91355

I have many objections to the Palmdale to Burbank section and the entire CA High Speed Rail Project.


The original estimate in the official ballot measure was approximately \$68 billion but is now expected to exceed \$100 billion.  
Where is this cost overrun coming from? Taxpayers?

Ridership estimates were originally 88 to 117 million per year by 2030.  
These staggering numbers insult our intelligence  
and prove that CAHSRA personnel are either providing false data or lack basic math skills. The current estimate is 41 million passengers per year by 2030. This breaks down to 2 to 3 trains per hour, each carrying 1,000 people (10 train cars of 100 each) 24 hours a day, 7 days a week, 365 days a year, in each direction LAX to SFO. This greatly reduced figure is still absurd on its face. How many trains will actually run? What will be the schedule? How many people can ride the train based on this projected schedule.

I would appreciate an answer to my above questions.

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Individual Response  
**General Viewpoint on Project :**

Submission I664 (Bethlene Stearn, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale a Burbank</b> Tarjeta de Comentarios de Alcance	
NOMBRE: <u>Bethlene Stearn</u>		FECHA: <u>8/29/14</u>	
LUGAR DE LA REUNIÓN: <u>Sylmar H.S.</u>		AFILIACIÓN: <u>Educator</u>	
DIRECCIÓN: <u>1444 N. Fairview St.</u>		CORREO ELECTRÓNICO:	TELÉFONO: <u>818-433-7909</u>
CIUDAD: <u>Burbank</u>	ESTADO: <u>CA</u>	CÓDIGO POSTAL: <u>91505</u>	
<small>¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍO? (Marque todas las opciones que correspondan)</small> <small>*NOTA: Esto no sustituye la solicitud formal para recibir avisos legales.</small>			
<input type="radio"/> TODO EL ESTADO <input checked="" type="checkbox"/> PALMDALE A BURBANK <input type="radio"/> BURBANK A LOS ANGELES			
POR FAVOR ENUMERE LOS TEMAS AMBIENTALES QUE LE PREOCUPAN Y QUE LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS (DECLARACIÓN DE IMPACTO AMBIENTAL/INFORME DE IMPACTO AMBIENTAL) DEL NIVEL DEL PROYECTO DE PALMDALE A BURBANK. POR FAVOR SEA LO MÁS ESPECÍFICO POSIBLE.			
¿QUÉ OTRAS CUESTIONES LE GUSTARÍA VER DIRIGIDOS EN EL EIR/EIS DEL NIVEL DEL PROYECTO? <u>What impact will the sound barrier walls have on the community? Specifically aesthetic and socio-economic impacts. Additionally, what can be done to avoid the removal of the Cesar Chavez Memorial monument. It is very concerning that this monument might be torn down given its historical significance.</u>			
COMENTARIOS ADICIONALES:			
<small>Gracias por su participación en este importante proceso. Por favor, presente sus comentarios de alcance en la mesa de registro o envíe por correo este formulario predirigido. También puede enviar sus comentarios de alcance por correo electrónico a: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. Todos los comentarios de alcance para la sección del proyecto de Palmdale a Burbank deben presentarse antes del 31 de agosto de 2014.</small>			

Submission I664 (Bethlene Stearn, August 29, 2014)



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Submission I665 (Dale & Susan Stedman, September 12, 2014)

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**Palmdale - Burbank - RECORD #794 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Dale & Susan  
**Last Name :** Stedman  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10309 McBroom Street  
**Apt./Suite No. :**  
**City :** Sunland  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** enchantedranch@earthlink.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin:

We are writing to inform you that we disagree with the new study area, the Angeles Forest alternative, for the proposed High Speed Rail. Prop 1A requires that it be built within existing transportation or utility corridors and the Angeles National Forest has no pre-existing transportation or utility corridors for such a rail system. We believe, therefore, that the HSR must revert to alternatives such as the 14/5 freeway alignments, which would fulfill this requirement.

We have been residents of Shadow Hills for over 20 years, and we believe that such a system would destroy the beautiful and sensitive environmental area if this project were to be built along the Angeles Forest alternative. The unique ecosystem of the Tujunga Canyon and Wash should be preserved as open space for future generations to enjoy.

Sincerely,  
Susan and Dale Stedman  
10309 McBroom Street  
Sunland, CA 91040-1223

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to Alternative Corridor  
**Form Letter :**

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Submission I666 (Dave Stefko, August 27, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

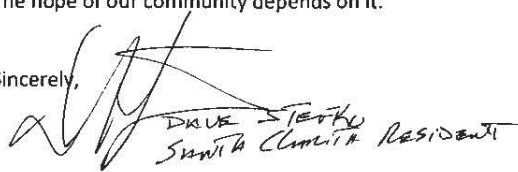
I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,



DAVE STEFKO  
Santa Clarita Resident

Cc: CHSRA Chairman, Dan Richard

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Submission I667 (Robert and Lenore Stein, September 2, 2014)

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Robert W. and Lenore Stein

10577 Mahoney Dr.  
Shadow Hills, Ca 91040  
steinplace@gmail.com

August 30, 2014

Mark A. McLoughlin, Director of Environment Services  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

ATTN: PALMDALE TO BURBANK PROJECT SECTION

Mr. McLoughlin,

This letter is submitted to advise you that we are adamantly opposed to a High Speed Rail project going through any portion of Shadow Hills, CA. We have been residents of this area since 1985 and some of the reasons we love living here are the peace and quiet, rural atmosphere, and equestrian lifestyle.

Placing a HSR through our community will only disturb all the beauty and tranquility of the area which we so thoroughly appreciate in such a busy world. It will also impact wildlife, property values, cause noise and additional pollution. We are fortunate to enjoy federal waters in the Tujunga Canyon which is home to endangered species. A HSR will threaten this as well.

It is our opinion that is is irresponsible for the HSR to put out vague and non-specific map(s) that show nearly 500 square miles potentially in the path of the HSR project. This places many under the cloud of HSR with many unknown details which are vague and nonspecific. The myriad of environmental obstacles raises insurmountable costs and is not feasible in our opinion.

Shadow Hills is on course to be thrown under the bus for the HSR alternative line and we are opposed to any of the lines coming through the Big Tujunga Wash and/or Shadow Hills area.

We appreciate you taking our request to heart and voting NO against any project which will obliterate our rural and peaceful community.

Sincerely yours,

Mr. and Mrs. Robert W. Stein

cc: Felipe Fuentes, Councilman - [felipe.fuentes@lacity.org](mailto:felipe.fuentes@lacity.org)

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Submission I667 (Robert and Lenore Stein, September 2, 2014) - Continued

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Mike Antonovich, Supervisor - [fifthdistrict@lacos.org](mailto:fifthdistrict@lacos.org)

Zev Yaroslavsky, Supervisor - [zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)

Mike Garcetti, Mayor - [mayor.garcetti@lacity.org](mailto:mayor.garcetti@lacity.org)

Raul Bocanegra, Assemblyman - [raul.bocanegra@asm.ca.gov](mailto:raul.bocanegra@asm.ca.gov)

Schiff, Congressman - <https://schiff.house.gov/email-congressman-schiff1>

Scott Wilk, Assembly member -  
[assemblymember.Wilk@outreach.assembly.ca.gov](mailto:assemblymember.Wilk@outreach.assembly.ca.gov)

Mark A. McLoughlin, Director of Environment Services -  
[palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

SHPOA Outreach: [shpoa@shpoa.us](mailto:shpoa@shpoa.us)

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## Submission I668 (Mary Anne Steinberger, September 12, 2014)

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<b>Palmdale - Burbank - RECORD #814 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/15/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	9/12/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Mary Anne
<b>Last Name :</b>	Steinberger
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Tujunga
<b>State :</b>	CA
<b>Zip Code :</b>	91402
<b>Telephone :</b>	
<b>Email :</b>	midicello@littleblackdots.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Please do not destroy our Foothills communities by tunneling under the San Gabriels through the middle of our neighborhoods.

This route would destroy precious wildlife habitat and equally precious and scarce human recreational space.

In addition to this, many people would lose their homes, which they could not replace. Not only is the money minimal when property is taken by eminent domain, there is nothing comparable to these left in LA.

Many small businesses would also be condemned; those remaining would also be doomed to failure as their customer base would no longer exist.

Communities such as Shadow Hills, though not actually bisected, would see their livability and property values plummet.

This route would not even add any benefits to the area to offer any compensation for the destruction of homes and livelihoods.

There is also the fact of major fault lines through the area, and a fairly recent history of serious flooding. The 14 route is well-mapped and studied for these due to the 1994 Northridge (6.7) quake.

The original route, along the 14 freeway, makes far more sense. First, this is already a major transportation corridor. Second, the City of Santa Clarita was built long after the train tracks and freeway. It actually owes much of the existence of its eastern portion to the proximity of the freeway.

Please throw out this politically motivated untenable route and save our modest homes and businesses.

Thank you.

Sincerely,

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Submission I668 (Mary Anne Steinberger, September 12, 2014) - Continued

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Mary Anne Steinberger  
Tujunga, CA. 91402  
  
Phone # 818/353-5562  
E-mail midicello@littleblackdots.com

EIR/EIS Comment : Sent from my iPod  
Need PI response : Yes  
General Viewpoint on Project : No  
Form Letter : In Support of SR 14, In Opposition to Alternative Corridor

Submission I669 (Debra Stephens, September 8, 2014)

September 8, 2014

Mr. Mark A. McLoughlin, Director of Environmental Services  
Attn: Palmdale to Burbank Project Section  
CA High-Speed Rail Authority, So CA Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

Dear Sir:

I am submitting this letter for the public scoping comment period regarding the proposed Palmdale to Burbank section of the CA high-speed rail project.

I am a long term resident of Shadow Hills, and I strongly oppose the recently proposed Palmdale to Burbank section of the project that I feel would have a significant negative impact on my neighborhood.

It is my strong opinion that this section of the project would have extreme adverse effects to the Shadow Hills equestrian environment and would thus negatively affect the property values. There are many other environmental and neighborhood issues that I feel would be negatively impacted as well.

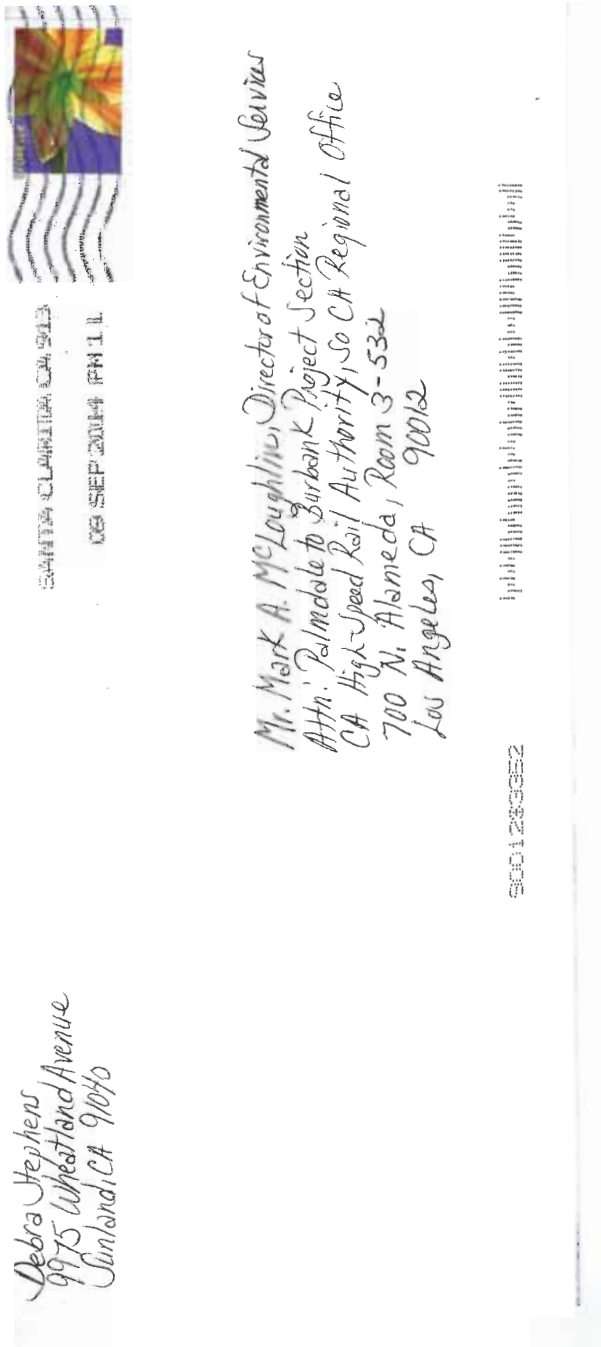
Therefore, I am asking that you eliminate this newest alternate proposal for the Palmdale to Burbank section from your consideration. This proposal would be so problematic for the neighborhoods impacted, including Shadow Hills due to its numerous adverse impacts. The initial route that incorporated existing rights of way should be reinstated.

As a homeowner that has lived in Shadow Hills for over thirty years, I feel that the initial route is much more feasible than the alternative proposal that impacts the area that I reside in. Thank you for your consideration of my comments regarding this matter.

Sincerely,

Debra Stephens 9915 Wheatland Avenue  
Debra Stephens Shadow Hills, CA 91040

Submission I669 (Debra Stephens, September 8, 2014)



Submission I670 (Antje Stobbe, August 27, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: ANTJE STOBBE

DATE: 8/27/14

MEETING LOCATION: ACTION CA

AFFILIATION: Homeowner

ADDRESS: 740 Carson Mesa

EMAIL: alphapet@msn.com

PHONE: 818/523-7007

CITY: Palmdale

STATE: CA

ZIP: 9355

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Air quality, acute sound + vibration can affect our health permanently. Dust is a major health risk (during construction)

Electromagnetic waves can affect our health.

Earthquake faults in the area, the seismic risk/hazard is UNMEASURABLE!

How will you be able to effectively monitor soil + ground water's effect from trenching, drilling + boring? How will you ensure you are not boring through Serpentine rock as this will release ASBESTOS particles (inherent in the rock)?

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? (see above)

Permanent unaesthetic urban design is unacceptable and will affect my property value derogatory. H

~~Area~~ Natural habitat will permanently be destroyed, wild life will be affected.

How will you curb monoxide emissions from construction equipment?

How will you ensure there is no impact on our ground water? We are on well water + reliant upon its cleanliness!

How will you <sup>remain</sup> be in compliance with CA's "clean water act"?

ADDITIONAL COMMENTS: How will I be compensated if my property is affected/impacted?

I run a business from home generating my income

If my biz gets affected and I will be out of work as a result how will you compensate me?

I took over a decade to establish my business

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale\_burbank@hst.ca.gov.

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I670 (Antje Stobbe, August 27, 2014) - Continued

I work with animals that have behavioral challenges, the noise & vibration from a HSR would put me out of business.  
Will you compensate me for my remaining 15-20 years of loss of complete business?  
What is your safety plan if a major earthquake strikes? Can the tunnels withstand a 8.0 or greater seismic earthquake?  
The Andreas Fault can (and is expected to...) produce a 8.0 or greater earthquake ANY Day.  
How will you prepare & prevent the loss of human life?

Signed  
Antje Stobbe


Submission I670 (Antje Stobbe, August 27, 2014)

Antje Stobbe  
ALPHA PET DOG  
P.O. Box 55  
Acton, CA. 93510


Mark A McLaughlin  
Dir. of Environmental Services  
Caltrans - Palmdale - Bor Section Project Level  
CA High-Speed Rail Auth.  
700 N. Alameda St. Room 3-532  
LA, CA 90012



Submission I671 (Kent Strumpell, August 15, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: KENT STRUMPELL		DATE: 8-11-14	
MEETING LOCATION: ACTION		AFFILIATION: PROPERTY OWNER, ARROYO CANYON	
ADDRESS: 6483 NANCY ST.		EMAIL: KENTSTRUMPELL@GMAIL.COM	PHONE: 310-215-5114
CITY: LOS ANGELES	STATE: CA	ZIP: 90045	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
- WILDLIFE HABITAT DISRUPTION / DESTRUCTION - IMPACTS TO SURFACE WATER & AQUIFERS - CONSTRUCTION TRAFFIC, HAUL ROUTES: WHERE?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
- STATION AREA ACCESS. WILL STATIONS BE WELL SERVED BY TRANSIT, BICYCLE ROUTES, BUSES, ETC OR FOCUSED ON CAR TRIPS?			
ADDITIONAL COMMENTS: I SUPPORT HSR, WE NEED BETTER ALTERNATIVES TO DRIVING & FLYING FOR REGIONAL / INTERSTATE TRAVEL. I HOPE HSR MAKES FINANCIAL SENSE. OTHERWISE, LET'S JUST UPGRADE AMTRAK: DOUBLE TRACKS, RELIABLE, FREQUENT SERVICE.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I672 (Karen Stueve, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: <u>Karen Stueve</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>Acton Library</u>		AFFILIATION: <u>Property Owner</u>	
ADDRESS: <u>35525 Crown Valley Rd</u>		EMAIL: <u>stueve@actonlibrary.com</u>	PHONE:
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93570</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
① Threat to wells, as water will be drained by tunneling. Property values are severely affected when property relies on trucked water. ② Threat to wildlife: high speed trains in Europe decimate rarer birds. No time for animal to get off train. ③ Noise pollution ④ Project illegally runs CAGV Trade for a project that will cause a net increase in pollution. ⑤ Project does nothing to address the problems & gridlock of L.A. County traffic. It is a park get project without train that benefits unions. CA's core responsibility is maintaining our roads & yet we're wasting obscene amounts of money on a vacation train. ⑥ Eminent domain concerns. ⑦ Loss of property value for homes nearby and need to live next to a train track?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
① How can we proceed with a project fundamentally different than what voters approved? ② Ridership has been proven to be grossly overestimated. ③ Train will need to be upgraded every 35 years. ④ Our economy is struggling. It defies reason to severely burden taxpayers with a high speed rail project. Private industry growth creates tax revenue for the economy. Government projects are a burden on taxpayers. ⑤ High speed rail crashes are not survivable. The worst accident in history was a high speed rail accident. Software or mechanical failure would have devastating consequences. Safety concerns. ⑥ 20 miles of underground track in an earthquake state? ⑦ The total will cost higher than expected, even to a phase 2, yet require change plans.			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I673 (Steve and Julie Sturgeon, August 26, 2014)

### Palmdale - Burbank - RECORD #641 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/26/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Steve  
**Last Name :** Sturgeon  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** steve@avmtech.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr McLoughlin,

This email is to express my and my wife's direct opposition for the ground alignment through the SCV.

It would:

1. be too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community


The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together as proposed by Supervisor Antonovich.

Regards,


Steve / Julie Sturgeon  
Residents, Santa Clarita

**EIR/EIS Comment :** Yes

Submission I674 (Bev Sucich, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <u>BEV SUCICH</u>		DATE: <u>8-13-14</u>	
MEETING LOCATION: <u>LAKEVIEW TERRACE REC CENTER</u>		AFFILIATION:	
ADDRESS: <u>10379 FOOTBALL BLVD.</u>	EMAIL: <u>KITPOPS@GARTLANDS.NET</u>	PHONE:	
CITY: <u>LAKEVIEW TERRACE</u>	STATE: <u>CA</u>	ZIP: <u>91342</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK	
*NOTE: This does not substitute for formal request to receive legal notices.		<input type="checkbox"/> BURBANK TO LOS ANGELES	
<p>PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.</p> <p><u>when you come thru Lakeview Terrace are you going to construct the railway near or under the 210 Freeway</u> <u>our environmental issues of HAZARDOUS materials and waste.</u> <u>is that going to be HAZARDOUS to people and all the horses in the area.</u> <u>and your environmental issues <u>must</u> be carefully analyzed.</u></p>			
<p>WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?</p> <p><u>when is this project going to be finished (approximately what year)</u></p>			
ADDITIONAL COMMENTS:			
<p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</p>			

Submission I675 (Yvonne Sucich, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: Yvonne Sucich, MS. REHS		DATE: 08/14/14	
MEETING LOCATION: LVT Rec Ctr		AFFILIATION: LAND owner / Home / Neighborhood	
ADDRESS: 10373 Foothill	EMAIL: junkuni@comcast.net	PHONE: 818/896-5776	
CITY: Lake View Terrace	STATE: CA	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <p>Besides all the topics you have covered to be investigated and analyzed into a report. My concern being an active Env. Health Specialist - Consultant. are you doing a double-blind study of these results - Is OSHA or Cal OSHA doing studies on the results on these "CONSULTING Reports" I have experience - Consulting Reports Favor the Client paying the consultants - I want to make sure these Reports are being reviewed by an opposing source to ensure the results are accurate &amp; valid.</p> <p>- I don't want my house &amp; neighborhood destroyed by commercial or high speed train. I support High Speed train but not at the cost of Nat'l Forest Land or one of the few areas allowing agricultural &amp; Equestrian properties.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <p>Additional comments section for further input.</p>			
ADDITIONAL COMMENTS:   			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission I676 (Gerri Summe, August 2, 2014)

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**Palmdale - Burbank - RECORD #7 DETAIL**

<b>Status :</b>	Pending
<b>Record Date :</b>	8/4/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/2/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Gerri
<b>Last Name :</b>	Summe
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	818-273-4487
<b>Email :</b>	gerrisumme@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	<p>I just received a notice regarding a meeting regarding an "alternative corridor - new study area" for the Palmdale to Burbank line. There is a huge yellow area on a map that obliterates what looks like our mountains, the Tujunga wash, the Angeles National Forest, and appears to obliterate an entire neighborhood that consists of one of the only horse-friendly areas still left around Los Angeles, Shadow Hills, CA.</p> <p>Please tell me you are not destroying such a large area for a train that almost everyone I have spoken with says the state cannot afford, costs will undoubtedly skyrocket out of control, and you will be destroying my home! Keep out of Shadow Hills, and this area of north Los Angeles.</p> <p>No to the train!</p> <p>Thanks, Gerri Summe 818-273-4487</p>
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	

Submission I677 (Gerri Summe, August 6, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: Gerri Summe		DATE: 8-6-14	
MEETING LOCATION: Burbank Library		AFFILIATION: Resident of Shadow Hills	
ADDRESS: 9503 Wheatland Ave		EMAIL: gerrisumme@gmail.com	PHONE: 818-273-4487
CITY: Shadow Hills	STATE: CA	ZIP: 91040	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
I would like to voice my concern for the impact on all the natural habitats as you blast thru Angeles Crest National Forest the Tujunga wash, Hansen dam, and Shadow Hills, a quiet "semi-rural feeling" horse community. As a California native and resident for 59 years, all the development is <u>destroying</u> our precious state. I thought national forests were off-limits.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
If a "viable" route is chosen that goes through Shadow Hills, where I moved because it is so nice and quiet, I would like to know specifically what <u>noise</u> and <u>vibration</u> level calculations are at my residence at 9503 Wheatland Ave, Shadow Hills. If a proposed route is chosen, I want to know the distance of my house from the centerline of your train route.			
ADDITIONAL COMMENTS: My first response to your search for an "alternate" route thru Angeles Crest Forest and the Tujunga Wash, Hansen Dam, Shadow Hills—one of the few horse-friendly neighborhoods left in L.A. is <u>NO</u> , please do not destroy our quiet community.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hrr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I678 (Michael Summe, September 12, 2014)

### Palmdale - Burbank - RECORD #820 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Michael  
**Last Name :** Summe  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9503 Wheatland Avenue  
**Apt./Suite No. :**  
**City :** Los Angeles  
**State :** CA  
**Zip Code :** 91040  
**Telephone :** 818.273.4487  
**Email :** maiklsummy@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Mr. McLoughlin,

I am writing to request that you do all in your power to stop the High Speed Rail (HSR) alternative route that Michael Antonovich has proposed. The route would connect the Palmdale to Burbank by routing the tracks through the Angeles National forest and the Sunland / Shadow Hills communities rather than by following the original proposed route along the Antelope Valley Freeway (SR 14).

I vehemently oppose this proposal for the following reasons:

It would route the HSR through national parkland, the Angeles Forest, and would even require extensive tunneling through that ecologically important area.

I would adversely affect my community (Shadow Hills) and other surrounding areas.

It has been sprung upon the affected communities at the last minute and is such a way as to make it difficult for us to marshal our forces. I consider this tactic unethical.

I specifically request that you do all in your power to prevent the development of this alternative route, including:  
preventing the California High Speed Rail Authority from approving the proposed study of this route  
opposing the proposed delinking of the ecological impact evaluations that will, in my opinion, make it easier to present the alternative route in an unrealistically rosy light.

Thank you for your support.

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Submission I678 (Michael Summe, September 12, 2014) - Continued

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	Michael Summe 9503 Wheatland Avenue Shadow Hills (Los Angeles), CA 91040 818.273.4487
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to Alternative Corridor
<b>Form Letter :</b>	

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## Submission I679 (Gerri Summe, September 12, 2014)

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<b>Palmdale - Burbank - RECORD #807 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/15/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	9/12/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Gerri
<b>Last Name :</b>	Summe
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Shadow
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	818.273.4487
<b>Email :</b>	gerrisumme@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

Dear Mr McLoughlin,

My name is Gerri Summe. I am a three year resident of the equestrian neighborhood of Shadow Hills, just a tad northwest of the Burbank Airport. But more importantly, I am a California native who has lived in this state all my life, and have lived in Los Angeles now for over 25 years.

I am very frustrated and upset by Supervisor Antonovich's sudden and half-baked plan to appease his constituency in the area of Santa Clarita, Acton and Agua Dulce, by sending out a vague "yellow banana" map proposal for HSR that goes through the entire Angeles National Forest, the Tujunga Wash, and destroys the equestrian community of Shadow Hills, and the surrounding areas of Sunland, Tujunga, and Lakeview Terrace.

Proposition 1A that was approved by the voters stipulated that:

"In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors"

and "the high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment."

Constructing a bullet train that goes through our National Forest was \*NOT\*

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Submission I679 (Gerri Summe, September 12, 2014) - Continued

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what I voted for when I cast my vote for this legislation. This recent forceful suggestion by Michael Antonovich appears to be primarily politically motivated, with "no regard for the environment or the original intent of the law". Please STOP Antonovich's politically-based notion that blasting a tunnel through a pristine national forest is somehow better than the original plan to follow the existing infrastructure and transportation corridor that follows the 14 and 5 freeways.

The California High Speed Rail Authority should immediately deem this non-environmentally friendly and politically-based proposition by Supervisor Antonovich as infeasible, and should take it off the table. Before we destroy a pristine national forest in the name of speed, let us return to what the voters approved, which was a route that utilizes existing transportation corridors, as mentioned above.

Please call for an immediate exclusion of this supposed "new study area" from any further consideration. By its very nature, a national forest is fraught with issues that will never pass "any" non-biased environmental impact study – earthquake faults including the San Andreas Fault, as well as others, the Tujunga Wash, with unknowable effects of the disturbance of the water environment there, not to mention the disturbance of wildlife migration patterns, and the ill effects of vibration from a bullet train tunnel. Please stop this proposal now, as it is "not what the California voters approved", and certainly will result in an expensive litigation fight that will slow or halt development of the HSR route

??

e

? from Palmdale to Burbank.

Destroying our forests is "NOT" "conducive to a cleaner environment." We must all be conscious of the over-development of California, and think about the environment that we are leaving behind for our children.

? ?

Let's also be cognizant of the effects of bulldozing one of the few equestrian neighborhoods left in Los Angeles,

?Shadow Hills, ?

whose culture should be preserved.

??

?

Please return to the original plan of alignment near the 14 and 5 freeways, and explain to Supervisor Antonovich that destroying the environment is not a solution. And those of us who back the preservation of what nature is left in California, including not only the concerned residents, but the Sierra Club, the Nature Conservancy, and hopefully the National Forest Service itself, "WILL BE MUCH LOUDER AND STRONGER THAN HIS CONSTITUENTS HE IS TRYING TO AVOID".

I urge you to do the right thing, and take the "Yellow Banana Map" out of your consideration immediately. Thank you.

Sincerely,

Gerri Summe

Native Californian

Lifelong California Resident

Shadow Hills Resident

818-273-4487

Yes

EIR/EIS Comment :


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## Submission I679 (Gerri Summe, September 12, 2014) - Continued

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**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Support of SR 14, In Opposition to Alternative Corridor  
**Form Letter :**

Submission I680 (Sharon Summit, August 30, 2014)

 **CALIFORNIA High-Speed Rail Authority**

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Sharon Summit DATE: 8-30-14

MEETING LOCATION: AAD LIBRARY AFFILIATION: PROPERTY OWNER

ADDRESS: 2814 PALM GARDEN RD EMAIL: SLSUMMIT@LIVE.COM PHONE: 661 401-1056

CITY: ACORN STATE: CA ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☐ STATEWIDE ☐ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

1. AIR QUALITY IMPACT OF CONSTRUCTION PHASE AS WELL AS HSR, DUST AND DIESEL
2. GROUND WATER/AQUAFER IMPACT(S)
3. EMF. HOW HIGH AND HOW FAR?
4. IMPACT TO NATURAL ENVIRONMENT, FLORA+FAUNA - CONSTRUCTION + HSR NOISE, MOTION, POLLUTION.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

IN ADDITION TO THE ROUTE I AM CONCERNED ABOUT THE DISTURBANCE AND ABOVE GROUND TRAIN RUNNING AT SIX A HIGH SPEED AND SO OFTEN WILL CREATE. I DO NOT MEAN THE SOUND AVERAGED OUT OVER A 1 HOUR PERIOD, BUT ACTUAL AT THE MOMENT NOISE IMPACT. I AM CONCERNED ABOUT REAL PROPERTY VALUE LOSS. I AM CONCERNED ABOUT THE FUTURE OF MY COMMUNITY ONCE IT IS BISECTED BY HSR. I AM CONCERNED ABOUT THE DURATION AND IMPACT OF CONSTRUCTION BEFORE THE TRAIN IS A REALITY. I AM MOSTLY WONDERING IF ANYONE IN THIS STATE STILL WANTS THIS TRAIN.

ADDITIONAL COMMENTS:

I CANNOT IMAGINE THAT A PROJECT OF THIS MAGNITUDE, RUNNING THIS CLOSE TO HOMES, RECREATIONAL AREAS, SCHOOLS, AND PUBLIC VENUES HAS ANYTHING BUT NEGATIVE IMPACTS. WOULD YOU AS A PARENT, HOMEOWNER, OR PROPERTY OWNER WANT THIS IN YOUR BACKYARD? (BE HONEST)

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hst.ca.gov](mailto:palmdale_burbank@hst.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

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## Submission I681 (Dianne M. Sweeny, August 5, 2014)

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<b>Palmdale - Burbank - RECORD #10 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/5/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/5/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Dianne M.
<b>Last Name :</b>	Sweeny
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	Four Embarcadero Center, 22nd Floor
<b>Apt./Suite No. :</b>	
<b>City :</b>	San Francisco
<b>State :</b>	CA
<b>Zip Code :</b>	94111
<b>Telephone :</b>	415.983.1087
<b>Email :</b>	dianne.sweeny@pillsburylaw.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	Good afternoon,

Could you please let me know when the deadline is to submit comments on the Palmdale to Burbank and Burbank to Los Angeles segments. There are conflicting dates as indicated below:

\* The July 24, 2014 Federal Register indicates to submit comments by August 25, 2014,

\* The meeting flyer for these segments indicates comments will be accepted until August 31, 2014,

\* The Notice of Preparation letter from Frank Vacca (signed July 24, 2014) indicates comments should be provided no later than 30 days after publication of the notice (which would be August 23).

I left a voicemail message at the indicated telephone number (800-630-1039) on July 31, asking for clarification of the comment deadline, but have not received a response.

Thank you.

Dianne

Dianne M. Sweeny | Pillsbury Winthrop Shaw Pittman LLP  
Practice Clerk  
Four Embarcadero Center, 22nd Floor | San Francisco, CA 94111  
t 415.983.1087<tel:415.983.1087> | f 415.983.1200<tel:415.983.1200>  
dianne.sweeny@pillsburylaw.com<mailto:dianne.sweeny@pillsburylaw.com>  
| pillsburylaw.com<http://www.pillsburylaw.com/>  
[Image]  
[Pillsbury Law]<http://www.pillsburylaw.com/>

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## Submission I681 (Dianne M. Sweeny, August 5, 2014) - Continued

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The contents of this message, together with any attachments, are intended only for the use of the individual or entity to which they are addressed and may contain information that is legally privileged, confidential and exempt from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender or the Pillsbury Winthrop Shaw Pittman Help Desk at Tel: 800-477-0770, Option 1, immediately by telephone or by return E-mail and delete this message, along with any attachments, from your computer. Thank you.

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**

## Submission I682 (Laura Sweet, September 2, 2014)

### Palmdale - Burbank - RECORD #416 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 9/2/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Laura  
**Last Name :** Sweet  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :** 619-549-3617  
**Email :** lauralenasweet@gmail.com  
**Cell Phone :**  
**Email Subscription :** Palmdale - Burbank  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Sir / Madam,

I am petitioning AGAINST THE TUNNEL!!

The alternative to tunnel 20 MILES of track through the mountains between palmdale and burbank is UNACCEPTABLE! That is right through the national forest and untouched wilderness areas. It would cause immense environmental damage; risk contaminating our water system; risk increasing seismic activity or causing more damage when quakes hit. A train through a wilderness area will upset the wildlife causing more wildlife to move to urban areas. There is an unknown amount of increase noise, air and vibration pollution. It will cost everyone in California even more then the already proposed \$.16 cent increase in gas tax as this proposal is not budgeted as it is unknown what it will cost to make the tunnels or the exact location of the tunnels.

Please DO NOT ruin California!!!

Many thanks,

Laura

Laura Sweet  
C: 619-549-3617  
lauralenasweet@gmail.com

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

## Submission I683 (Dean and Patty Sword, September 6, 2014)

### Palmdale - Burbank - RECORD #726 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :** No  
**Submission Date :** 9/6/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Dean  
**Last Name :** Sword  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** dsword@socal.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

Dear Mr. McLoughlin,

Our names are Dean and Patty Sword and we live in the corridor of the High Speed Rail alignment at this time, with the potential of this project taking our home.

After attending many meetings and listening to the advantages and disadvantages of the HSR we are in opposition of it's construction through the Santa Clarita Valley.

Not only because the train will effect us and our home, but for our community. It will destroy the Sand Canyon area that so many of us have made our home for so many

years. Many of us will loose our homes to the train, as well as our community church. It effects ours schools by noise and the possibility of an accident by the train traveling close to

Sulphur Springs School.

Many of us have already been effected negatively as we cannot sell our homes and our future is relying on whether the train is coming through or not. We cannot sell

unless we disclose the possibility of the train coming through, which makes our homes not only decrease in value but virtually unmarketable.

Many evenings during commuter travel time I walk and notice the Metro link. There are very few riders on it at peak hours going to Palmdale. It is a wonder to me

for the amount of money being spent on this project, why we would consider having another train travel to Palmdale. Santa Clarita has no potential of any revenue from the train,

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Submission I683 (Dean and Patty Sword, September 6, 2014) - Continued

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as you cannot get on or off of it here in this valley. There is little or no benefit to our community.

For us the preferred alignment would be direct from Burbank to Palmdale and bypass the Santa Clarita Valley completely.

I have been a firefighter in this community for the last 30 years. Sand Canyon is a small and close knit group of neighbors. When building our home 30 years ago, never in our

wildest thoughts would we think a train would come through and take our home. Our family memories are here. Time spent with our parents, who are since gone, birth of children, and

watching our grandchildren enjoy our home and surrounding areas, weddings and the joys of sorrows of family. I cannot imagine the day when I would have to see our home that we

built be destroyed.

I respectfully request you consider the realignment from Burbank to Palmdale and help us and our neighbors continue to live in the community that we love.

Sincerely,

Dean and Patty Sword

EIR/EIS Comment :                      Yes

## Submission I684 (Ken Taff, August 25, 2014)

### Palmdale - Burbank - RECORD #666 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/25/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Ken  
**Last Name :** Taff  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2434 Briar glen Rd  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :** 661-733-1795  
**Email :** ktsafe@roadrunner.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To: Mr. Mark A. McLoughlin:

Dear Mr. McLoughlin:

I am writing to you to express my concerns regarding the High Speed Rail project route from Palmdale to Burbank. I have been an Acton resident for 20 years enjoying the rural lifestyle away from the urban sprawl and congestion of greater Los Angeles area. The two proposed routes along the 14Fwy will definitely negatively effect the entire community. Having the train go pass the Vasquez High School and High Desert Middle School would jeopardize the students safety as the students already walk around the congested intersection of Crown Valley and Sierra Hwy. In addition, this project will impact the air quality, noise levels, land use, wildlife habitats, and probably hundred of home's value will drop. There is no direct benefit to our rural community with four or five round trip trains per hour disturbing the quiet rural atmosphere of our town.

I did notice there was an article in the Los Angeles Times this past weekend regarding the High Speed Rail Project that there was some mention from Mr. Antonovich of a proposed different route thru the Angeles Crest Forest. It seemed that the route would be totally underground. There was no specific detail as to the exact location of this route but more information would be needed to indicate what impact such a route would have on the community.

Sincerely,

Kenneth Taff  
2434 Briar glen Rd  
Acton, Ca, 93510  
661-733-1795

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response

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## Submission I684 (Ken Taff, August 25, 2014) - Continued

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**General Viewpoint on Project :**  
**Form Letter :**

## Submission I685 (Evelyn Taibi, August 27, 2014)

### Palmdale - Burbank - RECORD #317 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Businesses And Organizations  
**Submission Method :** Email  
**First Name :** Evelyn  
**Last Name :** Taibi  
**Professional Title :**  
**Business/Organization :**  
**Address :** 26650 The Old Road, Third Floor  
**Apt./Suite No. :**  
**City :** Valencia  
**State :** CA  
**Zip Code :** 91381  
**Telephone :** (661) 212-1090  
**Email :** etaibi@socal.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To: Mark A. McLoughlin

Dear Mr. McLoughlin,

This letter is to state my opposition to the proposed route for the high speed rail system thru the Santa Clarita Valley. The proposed route would impact a very desirable rural type neighborhood. It is one of the few places in Santa Clarita where people can have horses, land and custom homes. Most of Santa Clarita is developer built with tract houses and small lots. Sand Canyon is a very unique, quiet area and an important asset to the city of Santa Clarita. In my opinion, the rail system is not necessary. I worked in the Palmdale and Lancaster area and it's only a 30 minute drive on the freeway. There is very light traffic going and coming as most commuters are leaving the Antelope Valley for jobs in the San Fernando Valley and Los Angeles area. There is also the Metrolink available if you don't need to drive when you get there.

The local elementary school is one of the oldest schools in California and it would have to be torn down. The proposed route also eliminates a community church and another school. Sand Canyon is quiet but any loud noise can be heard thru-out the canyon as the canyon itself accentuates the noise. Many houses will need to be eliminated. Most likely these are homes that are a lot more expensive than homes in other parts of the community causing more taxpayer's funds to be used unnecessarily. I am a resident of Sand Canyon for the last 28 years and have enjoyed the quiet life-style. I am also a local realtor and know that the proposed rail system would negatively affect the price of homes in the area.

Best Regards,

Evelyn Taibi, Realtor  
Realty Executives, Valencia  
26650 The Old Road, Third Floor, Valencia, CA 91381  
Direct Phone: (661) 212-1090  
Website: [www.Evelyn.com](http://www.Evelyn.com)  
CalBRE License No. 01123339

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Submission I685 (Evelyn Taibi, August 27, 2014) - Continued

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**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

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Submission I686 (Thomas Talbott, August 26, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

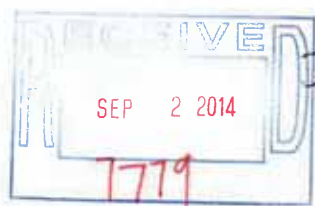


Cc: CHSRA Chairman, Dan Richard

Submission I686 (Thomas Talbott, August 26, 2014) - Continued

T. Talbott  
1434 Parkhurst St  
Simi, Calif. 93065

SANTA BARBARA  
CA 931 3 T  
29 AUG 2014 PM



Jeff Morales  
Chief Executive Officer  
Calif. High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, Calif. 95814

95814+3359



## Submission I687 (Julia Tarnawski, August 30, 2014)

### Palmdale - Burbank - RECORD #430 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Julia  
**Last Name :** Tarnawski  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9737 Wheatland Ave  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 91041  
**Telephone :**  
**Email :** julie\_t@earthlink.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** >> Dear Gentlemen,

>> I see the high speed rail project as further destruction of our rural community and a threat to  
>> our equestrian lifestyle. Our area is already severely impacted by transit solutions such as  
>> trains, freeways and airports. The original Route 14 & 5 alternatives are far superior to the  
>> invasion proposed for our area, that is, IF we must have this bullet train at all!

>> 1. If we cannot fill the seats of the commuter trains and are always in the "red" regarding  
>> their expenses, why do we need a bullet train? How can we possibly afford one?  
>> One huge accident will break the state even more than it is in the red now. (Lawsuits  
>> will abound.)  
>>  
>> 2. Our wildlife corridors have been compromised enough with diminished populations in  
>> our rural areas now due to ever increasing building/construction projects. Each new  
>> house and / or development affects the flora & the fauna for a 20 mile radius. The proposed  
>> train projects are scheduled to further invade these habitats and corridors from one range  
>> to another. Must this projected train further diminish the respect for our wildlife and our  
>> rural communities? Until the EIRs are completed we cannot possibly know how these  
>> massive areas will be affected.  
>>  
>> 3. A Shadow Hills resident I know, attended the meeting downtown.

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Submission I687 (Julia Tarnawski, August 30, 2014) - Continued

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There were no  
>> positive responses to the presentation. No one wants this to happen.  
>>  
>> I'm sure these "professional supporters" are fully aware of the negative responses to their  
>> proposals which is why the meetings were set up so that there was no real question and  
>> answer / give and take involving an "audience". It is imperative that we all understand  
>> how our entire way of life will be forever changed by this catastrophe called a high speed  
>> rail / bullet train. How is blowing up sections of the Big Tujunga Canyon for a tunnel  
>> going to help our present environment? Due to the fairly recent fires, our wildlife and  
>> mountain dwellers have been disturbed enough.

>> How much more pressure does this community need regarding "change"?  
The recent  
>> solar energy ploy in our community was invasive enough.  
>>  
>> By really studying those proposals, every major rural area from Tehachapi to Burbank will  
>> be strongly and permanently affected. Is the destruction really worth it? Personally, I'd  
>> rather fly on a plane than take a chance on one of these trains. And I have always loved  
>> trains and viewing the environments by rail. But this will be one disaster after another for  
>> the state and in particular our rural life style all the way from Tehachapi to Lancaster,  
>> Palmdale, to Acton, Saugus, Newhall, Santa Clarita; Sylmar, Pacoima, Lake View Terrace,  
>> Sunland, Shadow Hills, Tujunga, La Tuna Canyon, Sun Valley as well as Burbank.

>> 4. By the way, how come MANY residents up in Riverwood Ranch / Sunland / Tujunga  
>> didn't even know about this, let alone the deadline of the 30th/ 31st for comments....the very  
>> people who would be most affected by your blasting a tunnel through Big Tujunga Canyon?  
>> No high speed rail / bullet train is the BEST idea regarding this proposed project. We are  
>> all tired of higher taxes, water & power / gas bills, etc. And a bullet train will definitely  
>> just add to the fray!

>> Very sincerely,  
>> Julia K. Tarnawski P.O. BOX 4681 Sunland, Ca. 91041  
>> 9737 Wheatland Ave. Shadow Hills, Ca. 91040  
>> Gaitway Farm TWH & MFT Horses since 1974

EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

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Submission I688 (Julia Tarnawski, September 3, 2014)

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**Palmdale - Burbank - RECORD #695 DETAIL**

**Status :** Pending  
**Record Date :** 9/4/2014  
**Response Requested :**  
**Submission Date :** 9/3/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Julia  
**Last Name :** Tarnawski  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9737 Wheatland Avenue  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** julie\_t@earthlink.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Now, why would politicians want to put a high speed rail through most of this valuable horse and animal keeping land which nurtures some of the best horse flesh in the United States? From Tehachapi/Lancaster/Palmdale, through Acton/Newhall/Saugus, Santa Clarita, Sylmar/Pacoima/Lake View Terrace, Shadow Hills/La Tuna Canyon, Sun Valley, Sunland, Tujunga; PLEASE, leave our rural lands alone!

And, by the way, the Tujunga Wash with all of its natural habitat and horse trails is the largest natural flood plain in southern California!

Submitted for your consideration by:

Julia K. Tarnawski, M.A., M. Ed., CCC  
Gaitway Farm....since 1974  
9737 Wheatland Avenue  
Shadow Hills, Ca. 91040

California:  
Order the Full State Study Here

The California horse industry produces goods and services valued at \$4.1 billion.

The national industry has a \$7 billion impact on the California economy when the multiplier effect of spending by industry suppliers employees is taken into account. Accounting for off-site spending of spectators would result in an even higher figure.

311,100 Californians are involved in the industry as horse owners, service providers, employees, and volunteers. Even more participate as spectators. The California horse industry directly provides 54,200 full-time equivalent (FTE) jobs. Spending by suppliers and employees (in California and other states) generates additional jobs in California for a total employment impact of 130,200.

There are 698,000 horses in California, over 70 percent of which are involved in showing and recreation.

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Submission I688 (Julia Tarnawski, September 3, 2014) - Continued

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EIR/EIS Comment :                      Yes

Submission I689 (Eric Taylor, Dragados USA, August 7, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: <i>ERIC TAYLOR</i>		DATE: <i>8-7-14</i>	
MEETING LOCATION: <i>Palmdale</i>		AFFILIATION: <i>Dragados USA</i>	
ADDRESS: <i>3200 Park Center Dr. #600 Costa Mesa, Ca. 92626</i>		EMAIL: <i>etaylor@dragados-usa.com</i>	
CITY: <i>Costa Mesa</i>		STATE: <i>Calif.</i>	
ZIP: <i>92626</i>		PHONE: <i>949 540-4833</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>I favor a direct line from Burbank to Palmdale. A straight shot eliminates 15 miles of travel distance</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<i>Air quality &amp; noise.</i>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I690 (Victoria Taylor, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: VICTORIA TAYLOR DATE: 8/28/14  
MEETING LOCATION: Acton Community Club AFFILIATION:  
ADDRESS: PO Box 146 EMAIL: VICTORIA.COY@A-H.net PHONE: 661 965-0832  
CITY: Acton STATE: CA ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☒ STATEWIDE

☒ PALMDALE TO BURBANK

☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

- ① Some farms are harmful to human wildlife
  - ② dust + dirt displacement, Valley Fever concerns
  - ③ construction noise
  - ④ water disruption - specifically our underground aquifer + how do you offset this when we are in a drought? LA County would require much more stringent specs to drill other wells + all the water comes from same aquifer
- WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

how do you recoup real estate values when the reason people live or want to live out here are destroyed?  
How do you determine "fair market" value when almost nothing is comparable?

ADDITIONAL COMMENTS:

This project needs to be moved over behind Angeles Forest Hwy to by-pass our community - schools, water, rural way of life we all cherish.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsc.ca.gov](mailto:palmdale_burbank@hsc.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I690 (Victoria Taylor, August 28, 2014)



Submission I691 (Kelly Teno, August 29, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Kelly Teno

DATE: 8/28/2014

MEETING LOCATION: N/A

AFFILIATION: N/A

ADDRESS: 35256 Shannondale Rd EMAIL: Kelly.teno@AOL.com PHONE: 661-618-0641

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☐ STATEWIDE

☐ PALMDALE TO BURBANK

☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. I am concerned about air quality during construction. The blasting for tunnels and the moving of dirt will generate a large amount of dust particles that can lead to health issues. Acton's geology includes Serpentine Rock that can contain asbestos particles. They can lodge in the lungs and promote disease like mesothelioma. Valley Fever is also caused by a fungus found in this area's soil. What measures will the HSRA take to keep the dust down during and after construction? How much lighting will be needed during the construction phase and then when the HSR is operational? How will the lighting impact animal life and human health? My concern is that the route chosen will the light interfere with our beautiful night sky. See page 2 and 3.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? I am concerned with the emergency services during the construction phase. What will the response time be in the event of an emergency. I am concerned that road closures will cause emergency vehicles to have to take longer routes. I would like to know how the HSRA plans to address this problem? Will extra emergency services be put in place for the project? I understand that when the train comes out of a tunnel it creates a sonic boom is this true? Do you feel this is a fair thing to do to a small rural community. I am concerned about permanent visual changes like tunnel portals, overhead viaducts, fencing, and elevated structures.

ADDITIONAL COMMENTS: The High-Speed Rail has no direct benefit for Acton. It will decrease our property values, which will have a direct impact on sales and good growth. Acton's reputation as a tranquil rural town will forever altered. This is one of the main reasons we moved here 22 years ago. I want to thank you for your time in reading my concerns. In closing I feel that every problem or issue could be reduced or cease to exist, if the route chosen goes completely around Acton.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission I691 (Kelly Teno, August 29, 2014) - Continued

page 2 of 3

Continuation of Question #1

I am concerned with the noise level during Construction and when the HSR is operational. The noise can impact our health by hearing loss and stress. I want the HSRA to include in the EIR studies, the impact of noise exposure on animals and noise impacts as they are projected through local mountains, valleys, and canyons.

I am concerned with ground vibration during Construction and after the HSR is built. Depending upon the route chosen there could be a lot of structural damage to my property and other properties in town. What are the HSRA's plans to certify the structural integrity of all impacted areas before construction? How will the damage to structures be monitored overtime? How will I be compensated in case of damage to my structures? I want the HSRA to include in their studies how vibration exposure impacts the health of humans and animals.

I am concerned about the electromagnetic waves generated by the HSR. Short time exposure can cause fatigue, headaches and anxiety. What is the impact of electromagnetic waves on Police and Fire transmissions, radio transmissions and WiFi? During the 1994 earthquake our only transmissions were through radio. How does the HSRA plan to address this issue?

Submission I691 (Kelly Teno, August 29, 2014) - Continued

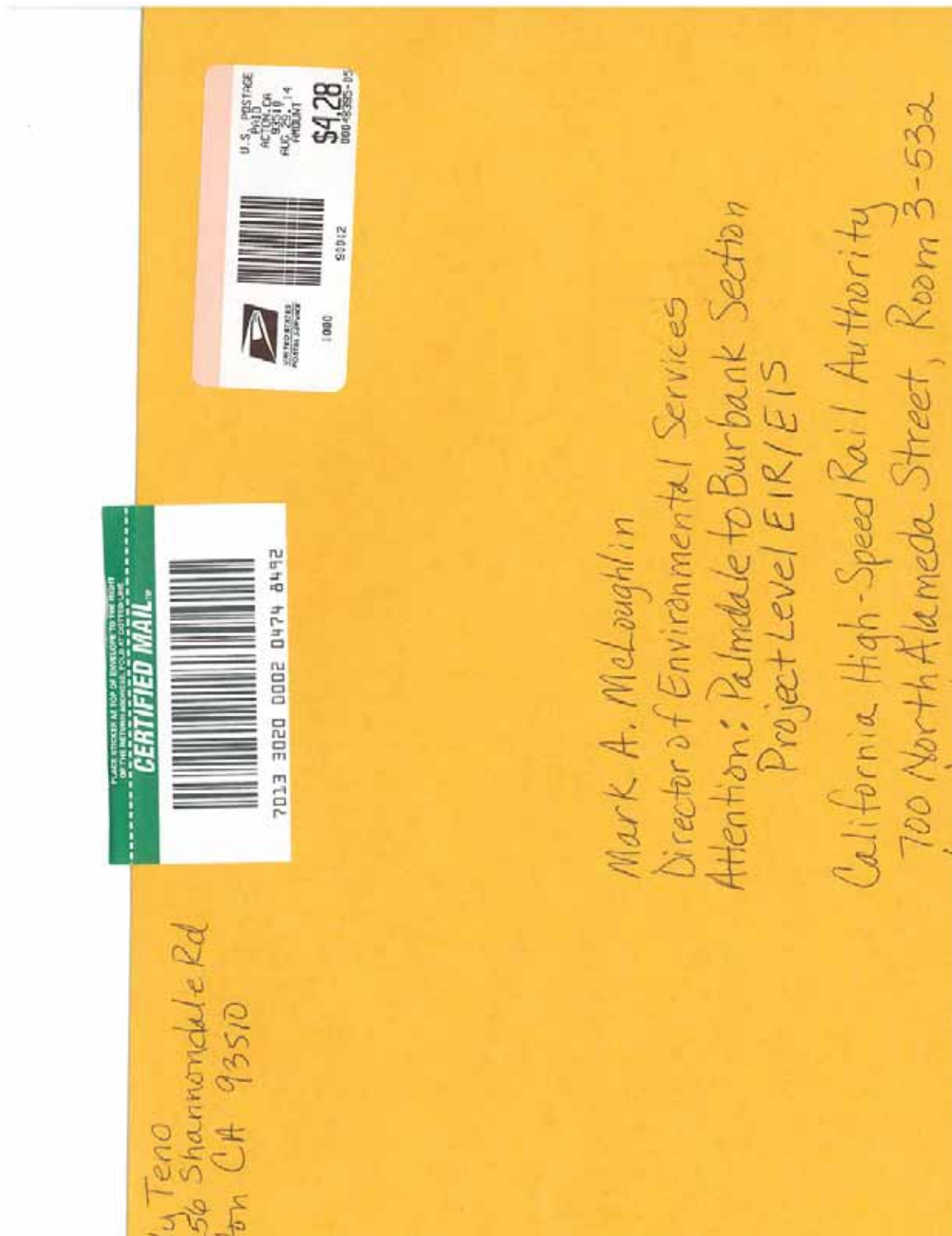
Page 3 of 3

Continuation of Question #1

I am concerned about diesel fumes and carbon monoxide emissions from construction equipment. This could be a potential health hazard for humans and animal life. How does the HSRA expect to handle potential exposures.

I am concerned about our well being at risk during construction. There is a potential for hazardous material or waste to contaminate our ground water. Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production. The demand for water during construction of the HSR has the potential for lowering the aquifer that supplies Acton and Agua Dulce. Will the HSRA perform a baseline study of all wells in the Acton area? How will we be compensated for damage to our well, loss of production or contamination? If a new well must be drilled will HSRA compensate us if our new well does not meet current Los Angeles County standards for well production?

Submission I691 (Kelly Teno, August 29, 2014)



## Submission I692 (Andrea Thamm, August 31, 2014)

### Palmdale - Burbank - RECORD #389 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Andrea  
**Last Name :** Thamm  
**Professional Title :**  
**Business/Organization :**  
**Address :** 33358 Hubbard Rd.  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :** 661-268-1745  
**Email :** andreathamm@zoho.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** To whom it may concern,

\*I strongly object to the construction of any section that leads through Acton, California. \*

#### ROUTE

- \* The route Burbank to Palmdale is not according to the original proposition and I oppose it.
- \* The route should be Los Angeles - San Francisco on a direct line, parallel to the freeway 5, using existing infrastructure.
- \* I accept the alternative corridor through the San Gabriel Mountain, but only if the whole section leads underground, with exactly one entry point and one exit point.
- \* We need a clarification for the planned underground routes if there is any vibration impact.

#### PROPERTY VALUE

- \* You cannot divide Acton by the High Speed Rail on stilts. It ruins its rural character and life-style and destroys property values as seen in the past in similar projects.
- \* We demand a plan how the High Speed Rail Authority wants to compensate the loss of property value we are facing.

#### WELLS and WATER

- \* Negative impact on the complete underground water systems and wells Wells will be running dry, that means:
- \* We need a specific process definition and financial compensation plan for wells, right now. When the decision is made it will be too late for Acton residents to take proper precautions/measures. That means we need to know how you will decide that a well ran dry

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## Submission I692 (Andrea Thamm, August 31, 2014) - Continued

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because of the High Speed Rail.

- \* Drilling new wells is not an option because once the water system is disrupted, there will be no more water.
- \* Putting everybody on public water is very expensive and is not what Acton residents want.
- \* I strongly oppose to start this project in Southern California as long as we are in this severe drought.

### NOISE

- \* The noise pollution will be unacceptable. People live here because they want a quiet environment.
- \* We want to know exact noise levels of passing trains including the peaks, no average numbers.
- \* Noise impact on schools, classroom teaching and concentration will be disrupted several times an hour.
- \* Since Acton is surrounded by mountains, there is a chance that the reflection noise level will be considerably higher than the average decibel numbers we got so far.

### DIESEL

- \* The use of Diesel locomotives for the first couple of years is absolutely, completely unacceptable. It is against the original proposition and it is an environmental disaster. The required speeds will not be reached. We all know, that once new Diesel trains are in place, this solution will stay forever. We do not want that.

### WILDLIFE

- \* The High Speed rail needs to be constructed in a way, that all earthbound wildlife have an opportunity to pass the rail line.

### LIGHT POLLUTION

- \* Acton has an outdoor light pollution ordinance. Will the High Speed rail abide by these standards?
- \* Will the route be lit during the night?
- \* How bright are the lights of the passing trains?
- \* Acton residents want to keep the nights dark.

Sincerely,  
Andrea Thamm  
33358 Hubbard Rd.  
Acton, CA 93510  
661-268-1745

EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

## Submission I693 (Tracey Thatcher, August 29, 2014)

### Palmdale - Burbank - RECORD #532 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tracey  
**Last Name :** Thatcher  
**Professional Title :**  
**Business/Organization :**  
**Address :** 11908 Carl St  
**Apt./Suite No. :**  
**City :** Lake View Terrace  
**State :** CA  
**Zip Code :** 91342  
**Telephone :**  
**Email :** traceylee.m@ca.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** As a resident of Lake View Terrace, I was alarmed to learn of the possibility of the Palmdale to Burbank high speed rail being re-routed through this area, in particular, the possibility of miles of tunnels and the affects such a project will have on our quality of life as well as the native flora and fauna.


We live in a quiet area, very unique in Los Angeles, in that it is relatively close to the Downtown area but still very rural. I would not want this adversely affected by the proposed project. On top of this, I can't imagine it would be safe to have long-distance tunnels in an area known for earthquakes.

Best,

Tracey Thatcher  
11908 Carl St  
Lake View Terrace, CA 91342


**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

Submission I694 (Wayne Thomas, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Wayne Thomas</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>Acton</u>		AFFILIATION: <u>Thomas Designs</u>	
ADDRESS: <u>30411 El Camino DR.</u>		EMAIL: <u>withomssr@gmail.com</u>	PHONE: <u>213-503-5895</u>
CITY: <u>Palmdale</u>	STATE: <u>CA</u>	ZIP: <u>93551</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <u>FOR HSR. we should be looking @ accomedating future population though. And not the now. Population will be double if not more.</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I695 (Barbara Thomson, August 16, 2014)

①

 **CALIFORNIA High-Speed Rail Authority**

**Palmdale to Burbank Section**  
**Scoping Comment Card**

NAME: *Barbara Thomson* DATE: *8-16-14*

MEETING LOCATION: *Community Club* AFFILIATION:

ADDRESS: *32021 Ind St* EMAIL: *BarbaraThomson@AOL.com* PHONE: *661-733-0877*

CITY: *Acton* STATE: *CA* ZIP: *93510*

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☐ STATEWIDE ☒ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

*We moved out here because of cleaner air. This project will change the air quality significantly by the fumes from diesel and carbon monoxide from all the equipment used to construct this project.*

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?


*The earthquake faults in our area, the many wells which provide water, the agriculture and Equine which are very sensitive to sounds & vibrations.*

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hst.ca.gov](mailto:palmdale_burbank@hst.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I696 (George Thomson, August 28, 2014)

 **CALIFORNIA High-Speed Rail Authority**

**Palmdale to Burbank Section  
Scoping Comment Card**

NAME: GEORGE D. THOMSON DATE: 8-16-14

MEETING LOCATION: COMMUNITY CLUB, ACTON, CA AFFILIATION:

ADDRESS: 32021 2ND ST EMAIL: THOMSONTRF@AOL.COM PHONE: 661 857-0109

CITY: ACTON STATE: CA ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☐ STATEWIDE ☒ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

"WOULD NEGATIVELY AFFECT REAL ESTATE VALUES FOR YRS TO COME." IT WILL ADVERSELY AFFECT AIR QUALITY, & ACTUAL LAND USE. VISUAL RESOURCES. NOISE AND VIBRATION. DUST, VALLEY FEVER & OTHER RESPIRATORY CONDITIONS WILL BE A SIDEBAR OF ALL THIS CONSTRUCTION THAT WILL TAKE YRS & YRS TO COMPLETE.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

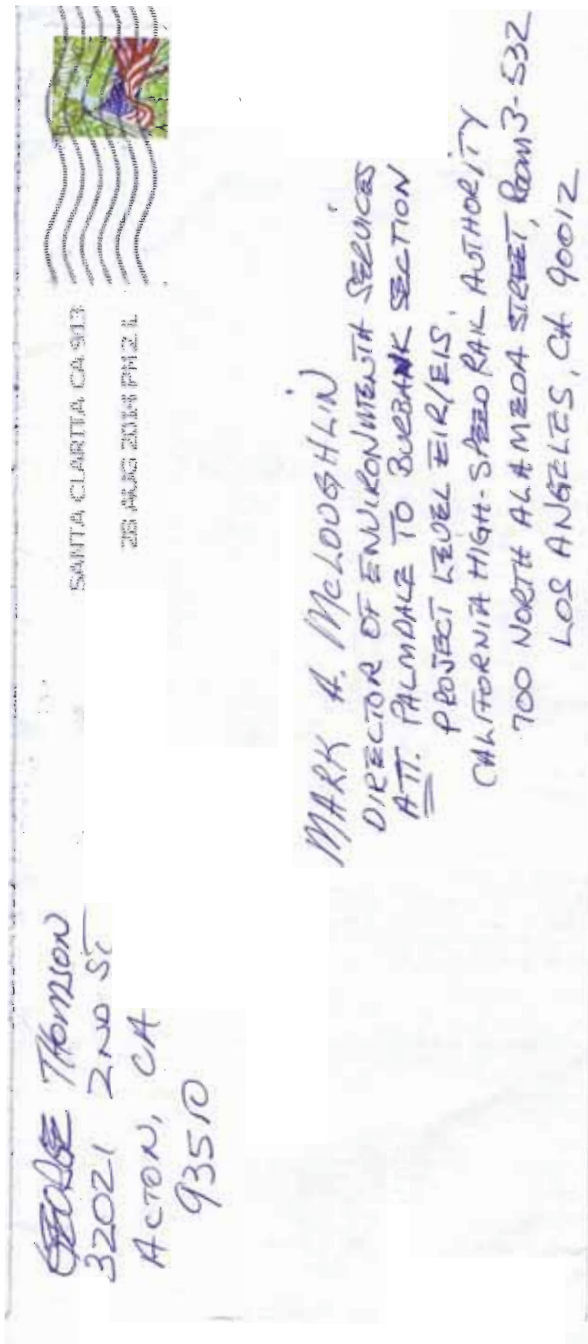
ENVIRONMENTAL ISSUES ARE OBVIOUS!! WHAT ITS GOING TO DO TO TRAFFIC, DURING CONSTRUCTION, IS UNTHINKABLE. REAL ESTATE SALES IN THE AREA HAVE ALREADY FALLEN ~~TO ZERO~~. WITH THE NEWS & DISCLOSURE OF THE POSSIBILITY OF THE ROUTE THE TRAIN WILL TAKE. "REAL ESTATE VALUES WILL FALL IN THE COMING YRS BEFORE CONSTRUCTION STARTS. THEN, AS VALUES DROP, EMINENT DOMAIN WILL PAY THE CURRENT VALUE ??

ADDITIONAL COMMENTS: THIS TRAIN IS A POLITICAL MONEY GRAB. WHY NOT REPAIR THE EXISTING ROADS ?? THEY WOULDN'T BE REPAIRED BUT A LOT OF CONNECTED PEOPLE WILL GET RICH. THERE SEEMS TO NO MONEY TO REPAIR HORRENDOUS ROADS. (BUT MONEY FOR THE TRAIN??) NORTHERN CA, WORST UGH, UGH.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I696 (George Thomson, August 28, 2014)



## Submission I697 (Lynne Toby, September 10, 2014)

### Palmdale - Burbank - RECORD #762 DETAIL

**Status :** Pending  
**Record Date :** 9/10/2014  
**Response Requested :**  
**Submission Date :** 9/10/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Lynne  
**Last Name :** Toby  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9622 Stonehurst Ave  
**Apt./Suite No. :**  
**City :** Sun Valley  
**State :** CA  
**Zip Code :** 91352  
**Telephone :**  
**Email :** lynnetoby60@msn.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin:

As a longtime resident of Shadow Hills, I wish to voice my opinion against the proposal to direct HSR through my community. Proposition 1A contained specific conditions to be used in determining the route of the track. Specifically, I wish to direct your attention to several facts about Shadow Hills.

First, the proposed track would run under or over a National Forest. The area of La Tuna Canyon, Lakeview Terrace and Shadow Hills are part of a wildlife corridor that has remained generally untouched in decades. Whether at my house, driving my car or on horseback in the "wash" I've seen deer, coyotes, foxes, rabbits, partridges, gophers (too many), and birds of every variety. Also in the Tujunga area is the Wildlife Waystation, home to a large number of animals who cannot return to the wild.

I don't know if you've been near the Tujunga Wash during a rainy season but the water fills the canyon and basin and would exert tremendous pressure to any structure running over or under the water.

Although I sympathize with the residents of Palmdale and nearby communities, the logical place to build high speed rail is along an existing rail line that has already been previously studied for environmental and structural impact. Building HSR through Shadow Hills would mean an end to the treasured lifestyle enjoyed by those who want country living near a big city.

Shadow Hills is a special place where a lifestyle of horsekeeping and rural

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Submission I697 (Lynne Toby, September 10, 2014) - Continued

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activities is treasured. My family moved to this neighborhood almost 16 years ago after boarding our horses here for almost 10 years. We, the residents of Shadow Hills, remain committed to our lifestyle and will vigorously fight any effort to disrupt the harmony we have found in our equestrian community.

Thank you for your attention. I know you have a difficult decision to make but I hope you will preserve the natural state of my corner of the world.

Best regards,

Lynne Toby

9622 Stonehurst Ave

Sun Valley CA 91352

lynnetoby60@msn.com

Yes

**EIR/EIS Comment :**

**Need PI response :**

**General Viewpoint on Project :**

## Submission I698 (James Travers, August 31, 2014)

### Palmdale - Burbank - RECORD #357 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Helen  
**Last Name :** Travers  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** helenkinnm@icloud.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** Wildlife  
Wildlife  
Wildlife  
Just the fact of construction effects and then the operation would have extreme negative impact on the wildlife in the area is obvious. Also as a Ca tax payer, our clients would be affected negatively and cause our business to decline. As a veterinarian for horses I see this as a negative impact on my clients in this area. We would see a decrease in our business and consequently and decrease in our income and consequently a decrease in taxes we pay.  
I don't see very many people riding the Metrolink and I don't see want need this fills at this time. I would be very concerned putting such a effort they the USFS land. And more than just the wildlife, there are the extensive trail system, and also the trees that would be destroyed. I would this if such a product had to be built for future use at this time the are far more acceptable areas for it to be constructed.

Kaylee

James M Travers, DVM

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I699 (James Travers, August 31, 2014)

### Palmdale - Burbank - RECORD #359 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** James  
**Last Name :** Travers  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** swvet@hotmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Wildlife  
Wildlife  
Wildlife  
Just the fact of construction effects and then the operation would have extreme negative impact on the wildlife in the area is obvious. Also as a Ca tax payer, our clients would be affected negatively and cause our business to decline. As a veterinarian for horses I see this as a negative impact on my clients in this area. We would see a decrease in our business and consequently and decrease in our income and consequently a decrease in taxes we pay.  
I don't see very many people riding the Metrolink and I don't see want need this fills at this time. I would be very concerned putting such a effort they the USFS land. And more than just the wildlife, there are the extensive trail system, and also the trees that would be destroyed. I would this if such a product had to be built for future use at this time the are far more acceptable areas for it to be constructed.  
  
James M Travers, DVM  
  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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## Submission I700 (Kathleen Trinity, September 11, 2014)

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Comments for Palmdale to Burbank HSR

September 11, 2014

Acton has an inappropriate topography for at or above ground high speed rail. The bowl like structure surrounded by the San Gabriel and Sierra Pelona Mountains, with many hills and smaller mountains within the bowl make Acton an echo chamber throughout. No amount of mitigation can reduce harmful and nuisance sounds for residents, animals and wildlife. The great amount of mitigation required for even partial reductions would render Acton blighted. The amount of noise added to current Acton levels would not conform to community standards for noise in a rural area. L A County noise standards stipulate no noise is to be above 50 to 60 dBA in residential areas during daytime hours (L A County in Los Angeles City Planning, DEIR, 2010).

Constant, periodic noises, especially those generated at the entrances and exits of tunnels, generally at or near 95-105 dB(A)'s, have been shown to elevate blood pressure, heart beat, and cortisol levels leading to stress diseases such as atherosclerosis, anxiety and depression (Noise and Health Journal, vol. 2, issue 7, 2000). Sleep and concentration are negatively impacted, degrading task performance and communication skills (Jack Westman and James Walters, Noise and Stress: A Comprehensive Approach 1981).

Acton is an equestrian, rural community. Horses are especially sensitive to loud, abrupt sounds. The fact that loud, abrupt sounds would occur several times per hour would be hazardous for horses, riders, and caretakers alike. Horses are likely to bolt, hurt themselves, and throw riders or kick caretakers. Not only this, but the constant, periodic noises, especially generated at tunnel entrances and exits, have been shown to elevate blood pressure, heart beat, and cortisol levels leading to stress diseases among people and animals. Even were the noise to be mitigated to 80 dB(A)'s, horses and wildlife would suffer, as well as humans. It has been shown that quail birth cycles are disrupted at 80 dB's (C.E. Hanson, High Speed Train Noise Effects on Wildlife and Domestic livestock, 2008). Boom noises at tunnel entrances and exits can cause raptors to flush and abandon their nests.

Already stressed and fractured Wildlife Corridors for mule deer, the California mountain lion, bobcat, raccoon, rabbit and coyote and squirrel, to mention a few, would be obliterated or degraded. Habitat for migratory birds, horned toad, kangaroo rat, roadrunner, red legged frog, three spine stickleback, among others, would also be severely compromised.

If Acton is subjected to an at ground or above ground route, residents will leave by droves, and will take their horses. Schools will lose enrollment, visitors who come to Acton for hiking, cycling, horseback riding or just for the pure pleasure of a quiet and peaceful natural setting will dwindle. Even in Red Rover Mine Canyon alone, an estimated 70% of the residents in 112 parcels would leave and take their horses because of disruptive sound in the amphitheatre like structure of the canyon.

Why subject an entire community to these problems and degrade it? A much better solution is Supervisor Antonovich's vision for a route beneath the San Gabriel Mountains. However, Jackie Ayer, a local engineer in Acton, has an improvement, to move it slightly east so as to avoid homes and wells. I support this improvement to Mr. Antonovich's vision. While it might cost more than the overground

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Submission I700 (Kathleen Trinity, September 11, 2014) - Continued

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route, an overground route simply transfers an even higher cost to Acton residents, schools, businesses, animals and wildlife. It also would permanently destroy and remove a natural resource from L A County.

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## Submission I701 (Mike Trivich, August 28, 2014)

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Palmdale - Burbank - RECORD #566 DETAIL	
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Mike
<b>Last Name :</b>	Trivich
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	12515 Shafer Place
<b>Apt./Suite No. :</b>	
<b>City :</b>	Kagel Canyon
<b>State :</b>	CA
<b>Zip Code :</b>	91342
<b>Telephone :</b>	
<b>Email :</b>	mtrivich@roadrunner.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	

**Stakeholder Comments/Issues :** I understand that "studying alternatives" is a useful political strategy. Drilling tunnels under San Gabriel mountains to appease Santa Clarita residents is irresponsible.

Impacts are huge needless to say - economic, way and quality of life, environmental concerns such as land use - involving National Forest, possibly National Park Open Space and low density residential, crossing 2 active fault systems (San Gabriel and Verdugo Hills), ground water and mitigation areas, protected species and on and on.

Mike Trivich  
12515 Shafer place  
Kagel canyon, ca 91342

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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Submission I702 (Nancy Tujetsch, August 29, 2014)

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Nancy D. Tujetsch  
29114 Diablo Place  
Castaic, CA 91384

August 29, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Please realize that you are holding the control over people's lives, their children and their futures. This kind of power is a serious responsibility and is not to be taken lightly. I hope that you will consider that when you address this issue again...

Sincerely,



Cc: CHSRA Chairman, Dan Richard

## Submission I703 (Katherine Twohy, August 30, 2014)

### Palmdale - Burbank - RECORD #459 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Katherine  
**Last Name :** Twohy  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** ktwohy@ca.rr.com  
**Cell Phone :**  
**Email Subscription :** Palmdale - Burbank  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** August 30, 2014

Mr. Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

RE: Palmdale to Burbank High Speed Rail line

Dear Mr. McLoughlin:

As a voting senior citizen, a 20-year resident of the Shadow Hills – Stonehurst area of the Northeast San Fernando Valley, and a lifelong resident of Southern California, I am dismayed at the unprofessional and cavalier attitudes presented by you and other California and Los Angeles County officials regarding the potential routing of the proposed High Speed Rail line anywhere in the more than 500 square mile area that is depicted on the map presented at the recent HSR Palmdale to Burbank “scoping” meetings.

Putting forward a “plan” with no actual details is, in my opinion, irresponsible, disrespectful to the residents of this area, and indicative of either incompetence or an intention to trick people by not allowing the actual facts or specific route to be known. Plans, even “proposed” or “potential alternate” plans, require more specificity than has been shared so far. Please be more respectful of our environment and of the people who live here.

The proposal recently offered in the media and at community “scoping” meetings is extremely vague and without any specific details except that it will:

1.go through valuable open space which can never be replaced;

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## Submission I703 (Katherine Twohy, August 30, 2014) - Continued

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2.it will destroy much or perhaps all use of our local hiking and equestrian trails; and

3.it will take out numerous homes and greatly debase the property values of those left behind.

If you want to put HSR through our community, give us the specifics of your proposal so that we can discuss the environmental issues that would need to be addressed. There are many environmental concerns including watershed issues, federal waters, endangered species, as well as the destruction of our community that would need to be explored with great care. I find it very hard to present more specific environmental concerns when you have not provided any specific information except that your proposed alternate route will go "somewhere in this 500 mile area," and it will include tunnels "going through the mountains somewhere around here," and it will possibly come down through Little Tujunga Canyon "on one side or the other or maybe down the middle or maybe somewhere else." This is not a plan, a proposal, or anything other than a vague, unclear and ill-defined concept.

Please include me on your mailing list for all information regarding all Palmdale to Burbank High Speed Rail issues.


Sincerely,

Katherine Twohy


e-cc:Councilman Felipe Fuentes - felipe.fuentes@lacity.org  
Supervisor Mike Antonovich - fifthdistrict@lacobos.org  
Supervisor Zev Yaroslavsky - zev@bos.lacounty.gov  
Mayor Garcetti - mayor.garcetti@lacity.org  
Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov  
Congressman Schiff - <https://schiff.house.gov/email-congressman-schiff1>  
Assemblymember Scott Wilk -  
Assemblymember.Wilk@outreach.assembly.ca.gov

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

Submission I704 (Ryan Ugematsu, August 19, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Ryan Ugematsu		DATE: 8/19/14	
MEETING LOCATION: Union Station		AFFILIATION:	
ADDRESS: 906 Via Pacheco		EMAIL: worm84@gmail.com	PHONE: (805) 914-4273
CITY: Camarillo		STATE: California	ZIP: 93012
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
not sure if environmental but: o Cost of tunneling vs at-grade through Santa Clarita o time saved going underground o will Metrolink use or follow <del>any</del> of the Santa Clarita Proposed ROW			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I705 (Koch Unknown, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Koch</u>		DATE: <u>8-11-14</u>	
MEETING LOCATION: <u>Acton Lib</u>		AFFILIATION:	
ADDRESS: <u>7450 Soledad</u>		EMAIL: <u>customerservice@kochs.com</u>	PHONE: <u>6612681341</u>
CITY: <u>Cyn Rd Acton</u>	STATE: <u>CA</u>	ZIP: <u>9351</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
<small>*NOTE: This does not substitute for formal request to receive legal notice.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>train 2/alternative corridor thru Angeles National Forest will cut thru back of my 160 acre property</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>will affect my <sup>under</sup> ground well noise levels</u>			
ADDITIONAL COMMENTS:			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			

## Submission I706 (Unknown, August 18, 2014)

Environmental concerns regarding the Palmdale to Burbank High Speed Rail project:

1. The rail itself would be unsightly—the equivalent of a 6-lane freeway cutting through what is supposed to be a rural community. Twenty-six foot tall supports every 30 feet to carry electrical wires would ruin the natural landscape of Acton.
2. During construction, noise, lights, dust, exhaust, staging areas and construction equipment, not to mention road closures, would disturb residents, affecting sleep and quality of life.
3. Increased traffic during construction, along with distracted motorists, presents a likely increase in traffic accidents, but due to the construction, delays for response from emergency vehicles would potentially hinder the ability to save lives.
4. During construction and likely road closures, how will fire and law enforcement vehicles get to where they need to be? Acton is in a high fire risk area and hindering fire trucks from reaching burning areas will likely lead to more extensive fires than we've already experienced.
5. The increased dust that residents must breathe during construction can lead to more cases of Valley Fever, caused by a fungus found in the soil. Who will compensate residents who become ill from this?
6. The increase in traffic would negatively impact Acton, which as a rural community has no traffic lights—and we don't want any. We have hitching rails for horses—that is what we want and that is why most of us moved here.
7. Wildlife would be negatively impacted. We have quail, roadrunners, bobcats, deer, coyotes, California Condors, and many other species that would be harmed by this project. The Shambala Preserve, which houses rescued wildlife, would experience a negative impact.
8. Acton is within 5 miles of the San Andreas Fault, along with several other fault lines. The state of California has declared the Acton quadrangle as an official seismic hazard zone. Since some of the plans include tunneling underground, how will public safety be handled when (not if) an earthquake of 5.5 or greater occurs?
9. How will SDRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public upon request?
10. The Santa-Clara riverbed is the last remaining natural clean water source in California. How will it be protected?
11. High-speed trains produce 85+ decibels of roaring sound. No one wants to live near that. What will happen to property values in Acton when there are no buyers? I've read that it is estimated that property values may decrease by as much as 70%. How will affected residents be compensated when they are either forced to leave due to eminent domain laws, or forced to leave because they can no longer run their businesses in the area (realtors, contractors, store owners, restaurant owners, etc.), or forced to leave because they cannot live with the noise, vibrations, and lights of trains roaring through 4 to 5 times every hour? When that many residents leave, what will happen to school enrollment? How many teachers will lose their jobs?
12. I've ridden the Metro Link train from Vincent Hill to Union Station and communities along the tracks look like slums. Graffiti and uncared for property are the norm. Will that happen in Acton?
13. What will happen to the ground water in Acton with all the trenching and tunneling? How much water will be used for cement production and dust control? Who will compensate residents with wells after the water table drops enough to send their wells dry? Or who will pay the medical bills when they get sick from the contaminants released into the ground water? How will the

## Submission I706 (Unknown, August 18, 2014) - Continued

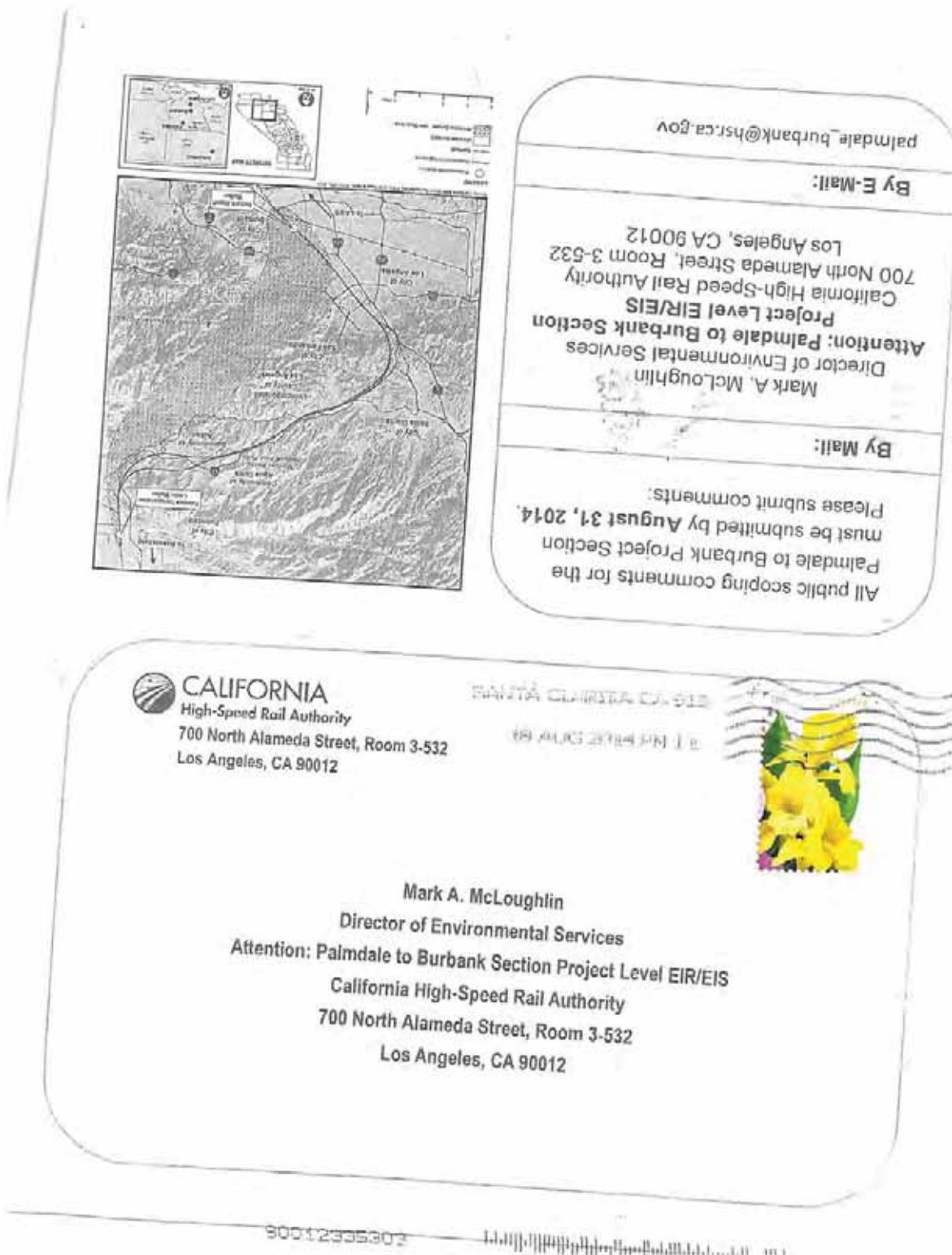
Clean Water Act regulations be fulfilled? When wells do go dry, who will compensate the property owners when they can't sell their property and they can't live on it?

14. During construction when ground is being blasted for underground tunnels, who will compensate homeowners whose homes are damaged by the blast vibrations?
15. How will the health impacts of vibration exposure to humans and animals be monitored?
16. What is the impact of EMFs (generated from the HST) on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? Wifi?
17. How will exposure to regular pesticides and herbicides used for maintenance of track right-of-ways affect residents? How will it affect ground water? How will sight contaminants be stored or disposed of?
18. How will public safety be addressed when drilling or boring into methane gas deposits?
19. How will the public be notified regarding possible exposures of toxic substances through soil, air, or water resources?
20. How will historic and cultural resources—Governor Mine, Red Rover Mine, Pacific Crest Trail, for example—be protected?
21. Where will local residents ride their horses safely, without the risk of passing trains spooking the sensitive horses and having the potential of injuring both horse and rider?

### Additional Comments:

1. With the rate that businesses are leaving California—Toyota is moving to Texas, Hollywood seems to have relocated to Georgia, and I'm sure many more are leaving every day or deciding not start up in California in the first place—there probably won't be any need for people to commute from Palmdale to Burbank in the near future because there won't be any jobs for them anymore. And there won't be enough taxpayers left in the state to pay for the project.
2. If I am forced to leave Acton because of the HST, I will leave the state—and my tax dollars will come with me.
3. The idea that this HST project will "create jobs" and save the economy is a farce. Once construction is complete, what jobs will remain? How much income will HST generate when no one rides it? How many government subsidies will be given to the HST to keep it afloat? How much will the entire project cost? Where will that money come from?

Submission I706 (Unknown, August 18, 2014)



Submission I707 (Naveen Unknown, USC, August 19, 2014)

CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <u>NAVEEN</u>	DATE: <u>19 AUG 2014</u>		
MEETING LOCATION: <u>UNION STATION</u>	AFFILIATION: <u>USC</u>		
ADDRESS: <u>PO Box 7046</u>	EMAIL:	PHONE: <u>323-730-0447</u>	
CITY: <u>LA</u>	STATE: <u>CA</u>	ZIP: <u>90007</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ul style="list-style-type: none"><li>• PUBLIC SAFETY ON AND AT GRADE CROSSINGS <i>Pedestrian</i></li><li>• DISPLACEMENT OF WILDLIFE OR NATURAL FLORA</li><li>• NOISE ABATEMENT ISSUES</li><li>• CARBON FOOTPRINT, IMPACT PER MILE OR PER PASSENGER.</li></ul>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <u>PLEASE KEEP THE PUBLIC INFORMED;</u> <u>WE ARE SOLELY LACKING IN REAL AND</u> <u>ACCURATE INFORMATION.</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:burbank_los.angeles@hst.ca.gov">burbank_los.angeles@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission I708 (Jill Unknown, August 23, 2014)

### Palmdale - Burbank - RECORD #210 DETAIL

**Status :** Pending  
**Record Date :** 8/23/2014  
**Response Requested :** No  
**Submission Date :** 8/23/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Jill  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** jsc700@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. Mark A. McLoughlin

Director of Environmental Services  
California High Speed Rail Authority  
Southern California Regional Office  
700 N Alameda, Room, 3-532  
Los Angeles, CA 90012

I am in support of my community's positions.....

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together

B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community

Kind Regards,

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response

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## Submission 1708 (Jill Unknown, August 23, 2014) - Continued

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**General Viewpoint on Project :** In Support of Alternative Corridor

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## Submission I709 (Unknown, August 24, 2014)

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Palmdale - Burbank - RECORD #226 DETAIL	
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Status :	Pending
Record Date :	8/24/2014
Response Requested :	No
Submission Date :	8/24/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	00000
Telephone :	
Email :	stevenfeedback@roadrunner.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	

**Stakeholder Comments/Issues :** Comment after attending a public presentation in Palmdale.

I believe it is necessary and important to consider the alternative route that involves tunneling in a more direct route from Palmdale to Burbank airport station. Please study whether the shorter route through the mountains is viable or not.

Thank you.

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Support of Alternative Corridor

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## Submission I710 (Edward Unknown, August 28, 2014)

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Palmdale - Burbank - RECORD #580 DETAIL	
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Status :	Pending
Record Date :	9/3/2014
Response Requested :	No
Submission Date :	8/28/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Edward
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	00000
Telephone :	
Email :	elementaladventure@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	<p>I've heard about a possible plan to put a tunnel through the mountains as an alternative route for the high speed rail, and wish to voice my opposition to this stupid plan, for the following reasons:</p> <p>1) The cost of doing this will be astronomical. The Big Dig in Boston showed just how expensive digging is, and the Big Dig would be TINY in comparasin to what's being proposed.</p> <p>2) There are numerous residents who's wells could be affected adversely by this plan.</p> <p>3) There's already a route that works well, and will cost a fraction of what this proposed plan will.</p> <p>The tunnel is a stupid idea, and shouldn't be done. We simply don't have the money for it.</p>
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	
Form Letter :	

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## Submission I711 (Paula Unknown, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #545 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Paula
<b>Last Name :</b>	Unknown
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Sunland
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	phallowell@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	Dear Mark McLoughlin

I am a homeowner in Sunland CA and STRONGLY OPPOSE the high speed rail coming over, under and through Big Tujunga Canyon and into Shadow Hills. I moved here because it is some of the last areas that is still kind of country. I have to work in this hectic city and enjoy this small town feel. What will happen to our horse property, of which there are very few zoned areas left in Southern California?

I feel the high speed rail should through commercial and industrial areas, while protecting residential and environmentally sensitive areas. Please do NOT run the HSR through our unique community, so that generations to come may enjoy its beauty.

Thank You,  
Paula  
"If your ship doesn't come in, swim out to it." Jonathan Winters

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Individual Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

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## Submission I712 (Unknown, August 31, 2014)

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### HIGH SPEED RAIL GOING NOWHERE IN A HURRY

- California has a bad track record for public transportation as a money maker. Amtrak and Metro are both subsidized by taxpayers and ridership is not creating a profit. Remember the destruction the Metro digging caused to merchants storefronts? I don't know the ridership on Metro, but when I see it go by--nearly empty. Nice. Like a consumer hooked on credit, and buying for the sake of buying, California needs to make money, not spend it. Some would argue, 'it takes money to make money'. The Scandinavian/Dutch studies show not much solid evidence of Gross Domestic Product increases in high speed rail areas.
- Has California government been making too many trips to the pot shops? Is California high and wanting a high speed rail just cause it looks cool and makes us look sophisticated? Competing states are luring top business away from California. Some states have no income tax at all. Many offer build to suit business sites with free utilities for the first five years or so. Like an awkward dance partner, California clung to solar panel manufacture only to be outflanked by the brutal fact that the cost per kilowatt hour does not compete with natural gas, and new natural gas well technology that is changing the world, and creating huge amounts of jobs.
- California needs to come out of the haze, and deal with real market conditions. California has failed to offer business incentives, and failed to ramp up high-tech manufacturing in the more obvious growth areas--that would be energy and NOT high speed rail. Biotech and NOT high speed rail.
- We have the gorgeous climate, but an antagonistic business environment. How can we keep tourism making big money for us, when Los Angeles has roads like a Third World country. Now a high speed rail. Resources committed to non-money-makers. Slow down, California government and think this high speed debacle through. It is just a rich man's dream, and nobody but the poor will ride it. I feel great empathy for the poor, but will they pay for this gleaming money pit? Focus, darn it. . and use taxpayer money to get business flowing and money going. Pot shops and blueberry muffins aren't gonna cut it. Maybe we should tax the pot shops. Oh yeah, pot shops are against federal law. Too bad, it is one thing growing in California, in every sense of the word.
- Taxpayers may not see the steady money drain this project will create. The duration and complicated nature of the HSR construction will 'bond float' us into financial ruin. We talk about wanting to better educate our kids in technology, yet our schools look like old military bases. The new schools look like they are in lock-up do to urban violence. We need more cops, more programs to offer enticing choices to kids to do something positive. Well. . we blew the money on the train.
- California is a seismically active zone, and we still have limited predictive ability in evaluating seismic risk. Insurance will cost a lot. How do these tunnels hold up in a shaker? I think we all know the answer to that. Who will underwrite the insurance on this turkey?

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## Submission I712 (Unknown, August 31, 2014) - Continued

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- Check out the Dutch studies on ground vibration, there is a guy who laid out the functions and physics of it all relative to the number of layers of soil and strata and blah, blah, blah.  
Translation: It vibrates like hell, and is like a jet engine going up your. . Like we don't have that already from Burbank Airport. City officials have really taken advantage of the good nature of Sun Valley/Sunland/Lake View Terrace/Shadow Hills. You may now meet 'the other guy' because we will fight using the law, the media, and our wits. You will lose, even if you think you have won, because your project is a money-losing stinker, a vain effort to prove California relevant rather than do the heavy lifting of making California a sunny, money-making machine.
- All these areas will now be interconnected so workers can choose multiple job locations. Criminals too will find it convenient to transport methamphetamine, gang violence, and violent crime--all committed with high speed with HSR offering high speed escape. Criminals can now escape in the relative anonymity of the rail system and cross so many jurisdictions the police will have trouble with a coordinated response.

N.I.M.B.Y. Not in my backyard (Shadow Hills) and not at all because it is just idiotic:

So just don't do it. Worst of all. . don't do the equivalent of a sigmoidoscope through one of the most beautiful areas in California--the Great Tujunga Wash/Angels Crest Mountain/Foothill Scenic Corridor. Ever seen the stream that runs after the rains? Ever seen the white-barked trees turn golden in the fall? Ever seen the mountains blush rusty and gold at sunset? Ever seen a storm roll over the mountains, and the sun dancing through it all? I never was a nature nut, until I got older. It is really something. Come be our guest and see this treasure. It is yours as well as the local residents. A high speed rail can only rush us through life, yet the hundred year old trees will always stand, and nature's beauty lasts forever. Take the kids, and grandmother too--and come see it. Keep it for all generations to see, so we can remember how lovely California was, and can still be. . .

Just gonna have to get tough for a brief moment.

Don't ruin Shadow Hills, a stoic team player for every craphole business that the rest of Los Angeles could not face.

You all know what I am talking about. Sunland/Sun Valley has a long history of being treated like the poor cousin of the rest of Los Angeles. The San Fernando Valley region is a huge tax contributor. Yet we are the butt of the joke, the butt of the deal--and the toilet for all the rude and irresponsible filthy businesses that no one else will take. At least they made money for the short-sighted and greedy city officials. But now all of you have gone too far, and your city will choke on the debt--just as we have choked on the dust and stench for decades. The wretched businesses that lined your pockets lined the lungs of many local residents with filth and dust. Sunland/Sun Valley/Lakeview Terrace is our home and we hold our heads up high and try to just soldier onward. It needs to stop right now as we have paid our dues and served the city with stoicism. We have met every challenge with ingenuity and faith because we love our land, our horses, and our beautiful mountains.

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## Submission I712 (Unknown, August 31, 2014) - Continued

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Can you please give us a break?

This new high speed rail won't make a dime for anyone, but let's just flush the toilet one more time and route it through Sun Valley/Sunland and the Tujunga Wash.

Sun Valley/Sunland has accepted landfills that increased particulate, and were even clouding playgrounds full of children with stench and dust. So they mixed it with sprays and cheap cologne. Thank you. Now it is closed.

Recycling centers grind all day long. Junk yards with leaking cars stretch for miles. Pet food processing plants steam meat bits into dry pet food. There was once a pet crematorium as well. Truck transport yards beep all night long with trucks moving aimlessly around--ridiculously rude and oblivious to the neighboring housing communities. How about that nice gravel quarry. They used to grind pieces of cement with a huge auger at midnight. It was recycling.

Thank you, Los Angeles

Take the money for the High Speed Rail and repurpose it. There is no shame in changing ones mind. A top United States military general once said, 'I have a right to change my mind in the theatre of war when new information becomes available.' A woman has it even better. . . a woman has a right to change her mind at any moment.

Sometimes a project gets momentum, it becomes almost like a tribe of warriors committed to the task no matter what.

Change your mind for the practical. Taxpayers and VOTERS will see the quality of leadership when that bond is re-cast. California is not like it used to be, and it is up to you to make California what it CAN BE for a bright future. Don't let project momentum get in the way. Have the courage to lead, and change strategy when necessary to keep California on track--and I don't mean a railway track.

Thank you, and God Bless.

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## Submission I713 (Unknown, September 12, 2014)

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Palmdale - Burbank - RECORD #791 DETAIL	
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Status :	Pending
Record Date :	9/15/2014
Response Requested :	No
Submission Date :	9/12/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	orellanajes@yahoo.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	I am opposed of the SR14 rail project constructing walls and splitting the community in half.
	Sent from my HTC smartphone on the Now Network from Sprint!
EIR/EIS Comment :	Yes
Need PI response :	No
General Viewpoint on Project :	In Opposition to SR 14
Form Letter :	

## Submission I714 (Darrell and Cynthia Urias, August 29, 2014)

### Palmdale - Burbank - RECORD #745 DETAIL

**Status :** Pending  
**Record Date :** 9/8/2014  
**Response Requested :**  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Darrell  
**Last Name :** Urias  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** koolairow@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear  
Palmdale-Burbank HSR:  
My  
wife and I are residents of the Shadow Hills community of Los Angeles, and  
we  
are submitting our comments with regards to the Palmdale to Burbank section  
of  
the proposed High Speed Rail (HSR).  
We  
agree 100% with the contents of the letter sent to your offices from the  
Shadow  
Hills Property Owners Association on August 29, 2014, and we attach that  
letter  
here to reiterate our opposition to the proposal of a bullet train running  
through the Alternative Corridor/New Study Area that includes Shadow Hills  
and the Angeles National Forest.  
Because  
of the probable land degradation, potential property devaluation, and the  
significant environmental concerns raised by the alternate route of this  
proposed project, we demand that  
it be removed from all consideration. Warmest  
regards,  
Darrell and Cynthia  
Urias  
**EIR/EIS Comment :** Yes  
**Attachments :** sunlandtujung\_1\_70.pdf (330 kb)

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Shadow Hills Property Owners Association  
*Dedicated To Preserving Rural Community*

Sent Via Email:  
palmdale\_burbank@hsr.ca.gov

August 29, 2014

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High-Speed Rail Authority  
700 North Alameda St. Room 3-532  
Los Angeles, CA 90012

Re: High Speed Rail/Palmdale to Burbank

Dear Palmdale-Burbank HSR:

This letter/email is written on behalf of the Shadow Hills Property Owners Association which is a non profit entity whose membership is voluntary. We represent more than 2,200 households and are tightly networked with the neighboring communities of Lake View Terrace, La Tuna Canyon, Sun Valley and Sunland Tujunga. We have been in existence for fifty years. We are providing our Public Scoping Comments to the Palmdale to Burbank section of the proposed High Speed Rail (HSR). In particular our comments relate to the Alternative Corridor/New Study Area. We believe that there are significant environmental concerns for the Alternative Corridor which dictate the **immediate removal of this alternate route from consideration** and we hereby demand its removal. Our comments are as follows:

1. As set forth hereafter, the alternative route through the Shadow Hills and the Angeles National Forest is not feasible and as such cannot be used as an alternative in the Environmental Impact Report. Again, demand is hereby made that the alternative route immediately be eliminated from the project proposal.
2. The scoping of the alternative route for an EIR is premature because the proposed alternative is too vague and covers too vast an area (approximately 400 square miles). The original proposal shows detailed, specific tunnel locations, grade changes and the actual location of the route. In comparison the location of the alternative route is vague. There is no description of where the HSR will be above ground or below ground. There is just a 40 mile long yellow shaded figure that looks like a banana and runs through the Angeles National Forest, the Big Tujunga Wash, Lake View Terrace, Shadow Hills and La Tuna Canyon. The alternate

P.O. Box 345 • Sunland, California 91041-0345

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Re: High Speed Rail  
August 29, 2014  
Page 2 of 7

area requires further delineation in order to focus on the environmental and social issues. It's last minute and hasty introduction into the scoping process raises serious issues, not the least of which is an ominous and real threat to all property values and all property transactions.

3. The San Fernando Fault traverses the north side of the Big Tujunga Wash. It runs in an east west direction and is an active fault. The EIR must contain a full description of that fault and provide detailed engineering plans to confirm if and how the HSR can be built through that and other faults. The engineering must take into consideration both slip faults and thrust faults.
4. The HSR appears to travel under the Big Tujunga Wash. The Big Tujunga Wash is a flood plain and the water that flows through the wash is part of the system designed to recharge the San Fernando Valley aquifer which supplies 10% of the drinking water for the City of Los Angeles. Depending on rainfall, the water table sits ten to twenty feet below the surface of the wash. There are natural springs which bubble to the surface. The EIR must take this into consideration. Not only does it supply drinking water to the City but the water is also necessary to preserve the habitat for the endangered Santa Ana Sucker and also provides a habitat for the endangered or listed Slenderhorned spine flower, the Least Bells Vireo and the Cactus Wren. These water supplies are more precious now than ever given the seriousness of the current drought restrictions on imported water deliveries and long-term climate change.
5. A portion of the Big Tujunga Wash just east of Foothill Blvd., and located within the "yellow swath" is also a 210 acre mitigation bank operated by the County of Los Angeles Department of Public Works. This mitigates other activities conducted by that agency. It is not proper to put the HSR through a mitigation bank.
6. The Big Tujunga Wash is also the home for Hansen Dam which is operated by the Army Corp of Engineers. This dam serves two purposes. The primary purpose is to protect the City of Los Angeles from the historic floods. Prior to its construction in the late 1930's, flooding caused terrible damage and cut the City of Los Angeles in two for about 4 months. The EIR should fully investigate what effect the HSR would have on the integrity of the Hansen Dam. The environmental consequences of a dam failure would be catastrophic.
7. The EIR should fully analyze the environmental effects of tunneling

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Re: High Speed Rail  
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under a water source such as the Big Tujunga Wash. The EIR should study what happened when the Los Angeles Metro Rail tunneled under Runyon Canyon. Metro rail had to pump out water for a very long time and the surface water/natural springs all evaporated. The City of Los Angeles calls this "Dewatering". That analysis should be applied to the HSR project where the surface contains endangered plants and animals that rely on that water. The quantity of the subsurface water in the Big Tujunga Wash dwarfs that which existed in Runyon Canyon.

8. In addition to the San Fernando Fault the EIR should analyze the existence of other faults within the "yellow swath" or proposed new study area. When the Angeles Golf Course EIR was completed, it disclosed the existence of a fault which separated the pristine water which came from the Angeles Forrest from the high nitrate water on the other side of the fault line. That fault line had trapped high nitrate septic tank water. The drinking water pumping stations on the septic tank side of the fault line have been shut down by the Los Angeles Department of Water and Power. The EIR should analyze whether the tunnel or above ground structures will puncture the fault line and allow the unacceptably high nitrate water to merge into the drinking supply water for the City of Los Angeles.
9. The Alternative route would likely study tunneling under portions of the Angeles National Forrest which have not been studied extensively from a subsurface point of view. The EIR should carefully analyze the geological aspects of that route including numerous drill holes to check for earthquake faults, oil and gas deposits, sub surface water and other environmental concerns. This must all be accomplished before the DEIR is circulated for review. Will HSR "dewater" the Angeles National Forest?
10. The state earthquake maps have not been revised in years due to lack of funding. They are out of date and must be brought current to determine the nature and extent of all old and newly discovered earthquake faults. The EIR must determine the consequences of tunneling through earthquake faults in the projected path of the alternate route.
11. The Los Angeles City General Plan talks about the geology of the city through which the alternate route is planned. While out of date, the general plan discusses ways of dealing with building through the water table. It refers to the metro rail project as discussed above. The City's solution is "dewatering" which means pumping out all of the ground water. What are the environmental consequences of "dewatering" the Big Tujunga Wash east of Hansen Dam? Even if possible, from an

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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engineering point of view, why would one destroy one of the main sources of water storage by “dewatering” the Big Tujunga Wash.

12. In addition to the 210 acre mitigation bank, immediately west of Foothill Blvd. as it crosses the Big Tujunga Wash is the Tujunga Ponds which was a mitigation measure required by the building of the 210 freeway. It funnels natural spring water which feeds the remainder of the Big Tujunga Wash. What effect will the tunneling have on this property?
13. There are blue line streams in the Angeles National Forest and in the Verdugo Mountains. What effect will tunneling have on these protected areas? These blue streams support flora and fauna which are protected by federal, state and local laws.
14. Chapter IV of the Ground Water Basin Reports for the Upper Los Angeles River Area Basins details critical water storage needs. The EIR needs to analyze the effects of tunneling through or under the water supply.
15. If “dewatering” occurs, will that lower the level of the Big Tujunga Wash such that it will effect the structural integrity of the Hansen Dam, the 210 Freeway, Foothill Blvd. or other structures?
16. The Flood Management and Water Conservation Report prepared by the County of Los Angeles describes water and flood control issues. All of this must be considered in any EIR.
17. There are sensitive sites operated by the City of Los Angeles which are important to regional security and which must be considered.
18. When the Metro Rail was built, the tunneling shook the ground enough to substantially destroy portions the Hollywood Walk of Fame. What effects will tunneling have on the structures near the tunneling, especially given the composition of the subsurface material through which the shock waves traverse.
19. The scoping should also include the anticipated Rim of Valley Trail which is being proposed in Congress (Adam Schiff) and the possible designation of portions of the Angeles National Forest as a Federal Recreation Area (Carol Liu). The HSR could substantially and adversely effect those projects.
20. An EIR does not have to consider alternatives which are not feasible. Tunneling through the Angeles National Forrest, The Big Tujunga Wash

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Re: High Speed Rail  
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and the Verdugo Mountains is not economically or otherwise feasible. The tunnel would have to go through, above or below, existing earthquake faults. The San Fernando Fault is surface reflected. The consequences to the ground water and the surface habitats that rely on the ground water would be significant and unmitigable. Additionally tunneling through the water laden sand of the Big Tujunga Wash is not economically feasible. Tunneling through a water source creates substantial additional maintenance issues to HSR itself.

21. The cost of condemning the land over, under or through Shadow Hills and the 600 acres in the Verdugo Mountains owned by the Fond Land Preservation Foundation will also make the alternative not feasible. Whereas the initial route relies on already existing rights of ways which do not need to be condemned, no such pre-existing rights exist. The HSR only has 13% of the land needed to start this project in the Central Valley. Acquiring other land in and around Shadow Hills will be ever so much more expensive and time consuming and will result in protracted litigation.
22. The Fond Land Preservation Foundation owns approximately 600 acres in the Verdugo Mountains just south of the Tujunga Wash. This is a privately owned, publically accessible open space. Installing the HSR through, under or on such a preserve area is not appropriate and will adversely impact that protected area.
23. In 1969 and again in 1978 the Tujunga Wash flooded, washed out bridges and cascaded boulders the size of Volkswagens down the wash. It destroyed everything in it's path. If the HSR is above ground through the wash, it too will be destroyed.
24. In addition to the Hansen Dam, the Tujunga Wash also contains two very large aquatic features built and great expense and as a mitigation measures when the Army Corp of Engineers (ACOE) removed sand and gravel from behind the Hansen Dam after the 1978 catastrophic flood. These mitigation measures cannot be undone by the HSR.
25. During prior environmental reports in the area, Native American burial grounds were discovered. The exact location of which was not disclosed due to the possibility that they would be disturbed. Those sites need to be identified and avoided.
26. There are high tension power lines which traverse the Tujunga Wash and they must be avoided. Relocation is not an option.

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Re: High Speed Rail  
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27. Shadow Hills and nearby communities are governed by the Scenic Corridor Plan which protects ridge lines when viewed from the scenic corridors of Sunland Blvd., La Tuna Canyon Blvd., Wentworth and Foothill Blvd. Installing the HSR would destroy these already established scenic corridors.
28. The HSR, if above ground at any point through Shadow Hills will subdivide one of the last equestrian districts in the City of Los Angeles. It would cause great economic hardship, reduce property values and destroy the community. These adverse consequences are very important and by themselves constitute grounds for eliminating the alternative route as an option.
29. The HSR will have adverse effects on the Hansen Dam Recreational Area which is designated by the City of Los Angeles as a Regional Recreational Area with facilities including equestrian uses, athletic fields, swimming, fishing, a new ranger station, baseball, soccer, picnic grounds and more.
30. Another serious concern which we must register is the historic weakness and shortcomings of HSR overall with respect to funding and entitlements. HSR has always been on shaky ground and this clearly infeasible new study area presents gargantuan environmental and economic impacts and challenges that HSR is incapable of handling. The people and the economy of the new study area should not have been, and should not continue to be, threatened by what is clearly a short-sighted political reflex action/proposal by the County Supervisor in response to constituents near the two, initial alternatives.
31. In considering the new study area, in addition to each of the environmental impacts, the cumulative impacts ALREADY borne by the populated areas of Los Angeles' Council Districts 7, 2 and 6 must be taken into consideration. The heavy presence of major freeways (5,170,210,118), MetroLink Rail line, Hansen Dam, DWP Power Plant, landfills and trash facilities, Burbank Airport, Whiteman Airport, gravel pits and quarries and many other heavy industrial uses demonstrate that this area (Shadow Hills, et al.) Is already over burdened and over saturated with infrastructure projects that benefit the region. The two already-studied project alternative areas pale in comparison when cumulative impacts are considered and are far more equitable alternative for study and implementation of HSR.
32. The cumulative obstacles addressed above mean that this alternative project route is not feasible.

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Submission I714 (Darrell and Cynthia Urias, August 29, 2014) - Continued

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Re: High Speed Rail  
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In conclusion, the Shadow Hills Property Owners Association hereby demands that this alternative route be permanently eliminated from consideration.

Very truly yours,

*David J. DePinto / W.E.*


Shadow Hills Property Owners Association  
David J. DePinto  
President

*William E. Eick*

Shadow Hills Property Owners Association  
William E. Eick  
Land Use Chairman

cc: felipe.fuentes@lacity.org  
Paul.krekorian@lacity.org  
councilmember.martinez@lacity.org  
zev@bos.lacounty.gov  
fifthdistrict@lacbos.org  
raul.bocanegra@asm.ca.gov  
mayor.garcetti@lacity.org  
Assemblymember.Wilk@outreach.assembly.ca.gov  
Congressman Adam Schiff  
Senator Carol Liu  
ackley.padilla@lacity.org  
karo.torossian@lacity.org  
wesly.hernandez@lacity.org  
jim.dantona@lacity.org  
claudia.rodriguez@lacity.org  
Marcos.Sanchez@asm.ca.gov  
Daniel.Lopez@LACity.org  
Teresa.Lamb@mail.house.gov  
amazgrey@aol.com  
dw@aenv.org  
Dean Wallraff envirodefenders.org  
MRCA  
Fond Land Preservation Foundation  
Dan Weikel - LA Times  
David DePinto  
Full SHPOA Board

Submission I715 (Ryan Uyematsu, August 19, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Burbank to Los Angeles Section Scoping Comment Card</b>	
NAME: <i>Ryan Uyematsu</i>		DATE: <i>8/19/14</i>	
MEETING LOCATION: <i>Union Station</i>		AFFILIATION:	
ADDRESS:	EMAIL: <i>Worm88@gmail.com</i>	PHONE:	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES	
*NOTE: This does not substitute for formal request to receive legal notices.		<input checked="" type="checkbox"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>How the Grade Separation will work either separate the entire line or just dig the roads underneath the rail, as well as the cost difference.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<i>Depend on the method used for Grade separation, how it will effect <del>metrolinks</del> VC Line, especially when it splits from the AV Line in Burbank</i>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:burbank_los.angeles@hst.ca.gov">burbank_los.angeles@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission I716 (Maureen E. Vaccaro, August 28, 2014)

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**Palmdale - Burbank - RECORD #334 DETAIL**

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Maureen E.  
**Last Name :** Vaccaro  
**Professional Title :**  
**Business/Organization :**  
**Address :** 21951 Wakefield Court  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91350  
**Telephone :**  
**Email :** maureen.vaccaro@apteklabs.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA  
95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Maureen E. Vaccaro  
21951 Wakefield Court  
Santa Clarita, CA 91350

Cc: CHSRA Chairman, Dan Richard

**EIR/EIS Comment :** Yes

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Submission I716 (Maureen E. Vaccaro, August 28, 2014) - Continued

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**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer SR 14  
**Form Letter :**

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## Submission I717 (Gene Valentine, August 25, 2014)

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Palmdale - Burbank - RECORD #661 DETAIL	
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Status :	Pending
Record Date :	9/3/2014
Response Requested :	No
Submission Date :	8/25/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Gene
Last Name :	Valentine
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	gnefailteu@verizon.net
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	This not only would disrupt wildlife and distroy our National Forest it is earthquake country. What genius thought of this?Gene, Eleanor and Sean Valentine (all registered voters)
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	
Form Letter :	

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## Submission I718 (Aileen Valentine, August 26, 2014)

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<b>Palmdale - Burbank - RECORD #649 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	
<b>Submission Date :</b>	9/3/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Aileen
<b>Last Name :</b>	Valentine
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	atentwelve@aol.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	To whom it may concern, I am AGAINST the plan to construct a high speed rail through the National Forest. Our NATIONAL forests and parks are to be preserved and our wildlife is to be protected. This plan has no honor or integrity ... I am appalled. Aileen Valentine
<b>EIR/EIS Comment :</b>	Yes

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## Submission I719 (Wilfred Valle, August 29, 2014)

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<b>Palmdale - Burbank - RECORD #509 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/29/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Wilfred
<b>Last Name :</b>	Valle
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Shadow Hills
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	
<b>Email :</b>	modernflora@aol.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Mark A. McLoughlin, Director of Environmental Services

ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

Please, the High Speed Rail needs to stay along the already established 14 and 5 Freeway transportation routes and existing train routes. The train should not run through protected watersheds, National Forests and the Shadow Hills neighborhoods. Do not destroy the natural environment any more!

Noise pollution should also stay at the freeways where it already exists. Do not change the rules that we all must live by to suit your political needs. Do not make vague new routes and then pretend that you have given us time to react.  
I live in this area because I love it and we are doing our part to protect it.

Wilfred Alberto Valle  
Shadow Hills, California 91040

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

## Submission I720 (Thomas W. Van Cott, August 24, 2014)

### Palmdale - Burbank - RECORD #231 DETAIL

**Status :** Pending  
**Record Date :** 8/24/2014  
**Response Requested :** No  
**Submission Date :** 8/24/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Thomas W.  
**Last Name :** Van Cott  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10617 Jimenez St  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 91342  
**Telephone :** 818-359-2656  
**Email :** tvancott@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** In regards to this section of the High Speed Rail line, I support the use of existing rail right of way for the proposed section that would follow along SR14. I feel this would be better and more cost effective than acquiring new right of ways thru existing areas and neighborhoods. I attended the meeting in Lake View Terrace on 8-15-2014 in order to get more information on the New Study Area that would run thru the Angeles National Forest either above or below ground. I do not feel that the High Speed Rail should run through this area for a number of reasons..

There is no feasible above ground route thru the mountains and extensive tunneling would be required. I feel that this would increase costs and time to build (in order to save 5-10min in travel time) vs using existing right of way.

This area while it may not be as populated as densely as other areas of the city of Los Angeles, it is one of the few remaining equestrian communities left in the city and a way of life could be severely impacted.

I do not feel that running the rail line through the Angeles National Forest is appropriate and could have significant impact on resources, wildlife, and recreation.

Thomas W. Van Cott  
10617 Jimenez St  
Lake View Terrace, Ca. 91342  
818-359-2656

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Support of SR 14, In Opposition to Alternative Corridor

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## Submission 1721 (Gillian van Muyden, August 29, 2014)

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Palmdale - Burbank - RECORD #499 DETAIL	
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Status :	Pending
Record Date :	9/3/2014
Response Requested :	No
Submission Date :	8/29/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Gillian
Last Name :	van Muyden
Professional Title :	
Business/Organization :	
Address :	9717 La Canada Way
Apt./Suite No. :	
City :	Shadow Hills
State :	CA
Zip Code :	91040
Telephone :	
Email :	GVanMuyden@GlendaleCA.GOV
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Dear California High-Speed Rail Authority (CHSRA):

Please receive this comment letter regarding the CHSRA's proposed development of a high-speed rail project (HSRP) from Palmdale to Burbank. I am a long-term resident of Shadow Hills, a rural agriculturally zoned area (most with horse-keeping overlay) in the City of LA that sits directly in the path of the proposed Alternate Corridor - New Study Area (the "Alternative Corridor"). The proposed Alternative Corridor is NOT an alternative that will avoid or substantially lessen the impacts of the rail project that would use the existing corridor and for that reason alone must be rejected as a feasible alternative.

I STRONGLY OPPOSE CHSRA's consideration of the Alternative Corridor for the following reasons:

A. Creation of significant and unavoidable environmental effects. The Proposed Palmdale to Burbank Project Section is already in an existing transportation corridor that can more quickly, easily and cheaply accommodate the Project; the Alternative Corridor should be abandoned. All of environmental categories in the CEQA checklist are implicated by the Alternative Corridor. Significant effects are anticipated in the following categories.

a. Aesthetics: The construction of the Alternative Corridor in will indelibly and unalterably destroy the protected view shed. Ridgelines are part of a protected scenic corridor under the applicable Sunland-Tujunga community plans and Hillside Overlay Zone. The project will have a potentially significant adverse effect on these scenic vistas, substantially damage the scenic resources, including, but not

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## Submission I721 (Gillian van Muyden, August 29, 2014) - Continued

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limited to trees, rock outcropping and historic buildings within a state scenic highway (210). The project will create a significant impact on the existing visual character and quality of the area.

- b. Biological Resources: Disturbance of existing designated sensitive ecological areas (Tujunga Wash/Lakes) resulting in significant and unavoidable environmental effects on biological resources.
- c. Greenhouse Gas Emissions: Long-term impacts from construction anticipated and not mitigable.
- d. Land Use/Planning: Project will unnecessarily disturb, divide and destroy historic rural residential fabric of existing neighborhoods.
- e. Population & Housing: An existing, historic neighborhood will be divided.
- f. Transportation and Traffic: Disruption of existing local and regional vehicular transportation patterns.
- g. Agricultural and Forestry Resources: Shadow Hills is an equestrian neighborhood with many horse ranches and recreational areas. The impacts to these resources would be irreversible and significant. Horses and trains are incompatible.
- h. Cultural Resources: Shadow Hills and the Big Tujunga Wash area are known for having settlements of native peoples. There are many historic homes in the Shadow Hills area.
- i. Hazards and Hazardous materials: The wash area and surrounding areas are subject to fires, high wind, flooding, liquefaction and has existing faults. Such conditions are not suitable for a train.
- j. Air Quality: construction impacts will create significant and unavoidable impacts on sensitive receptors.
- k. Geology/Soils: See Hazards above.
- l. Hydrology: Area is prone to flooding.
- m. Noise: The noise impacts for a train in this valley area will be devastating to quality of life and are non-mitigable.
- n. Recreation: Shadow Hills adjacent Tujunga Wash area, Hansen Dam and the Angeles National Golf Course are recreational areas that are uses that are incompatible with the Alternative Corridor.

The Alternative Corridor proposal is "vague and non-specific". It is not responsible for the CHSRA to propose a nearly 500 square miles of project development that significantly impacts so many residents. Shadow Hills is a very politically active and vocal community full of experienced land use and CEQA experts. The rail lines can easily go through existing commercial and industrial areas, and an Alternative through Shadow Hills is not necessary.

Gillian van Muyden, Esq.

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Submission I721 (Gillian van Muyden, August 29, 2014) - Continued

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9717 La Canada Way  
Shadow Hills, CA 91040

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> <b>Scoping Comment Card</b>	
NAME: <i>Cathy Varick</i>		DATE: <i>8-5-14</i>	
MEETING LOCATION: <i>Newhall</i>		AFFILIATION:	
ADDRESS: <i>16459 Roadrunner</i>		EMAIL: <i>cvarick@gmail.com</i>	PHONE: <i>661-360-7228</i>
CITY: <i>Canyon Country</i>	STATE: <i>CA</i>	ZIP: <i>91387</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <i>How far is the corridor bc to a property line?</i>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsv.ca.gov">palmdale_burbank@hsv.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

## Submission 1723 (Stuart and Mary Vautrain, August 28, 2014)

### Palmdale - Burbank - RECORD #582 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Mary  
**Last Name :** Vautrain  
**Professional Title :**  
**Business/Organization :**  
**Address :** 4850 Sacramento Ave  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :**  
**Email :** rxrtracks@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** I know you have received many cards about this issue but I would like to say (without following a format) that I am against the HSR. At a time when there are no jobs the need for a HSR is not a realistic project. Where are the riders going? The people who live in the Acton-Agua Dulce area moved here to live in a rural setting with their animals. We already have the Metrolink going through the area. I think that's enough. If you can't use the track that is already here, even though it would mean more train traffic that is unwanted, why not find a way to use the center of the freeway?where possible. Please include?our names in the count of people opposed to the HSR for many reasons. Stuart and Mary Vautrain  
4850 Sacramento Ave  
Acton, CA 93510  
?  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Oppose CAHSR Project  
**Form Letter :**

Submission 1724 (Ray & Maria Velasquez, September 12, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: RAY AND MARIA VELASQUEZ

DATE: 09/01/2014

MEETING LOCATION: ACTON LIBRARY

AFFILIATION: ACTON COMMUNITY

ADDRESS: 3534 BENT SPUR DR. EMAIL: RAY VELASQUEZ (A) PHONE: (818) 438-7760

CITY: ACTON

STATE: CA

CA. RR. COM ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE ☐ PALMDALE TO BURBANK ☒

BURBANK TO LOS ANGELES ☐

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

I THINK THIS WHOLE HIGH SPEED RAIL IDEA IS A DISASTER IDEA. IT WILL DESTROY COMMUNITIES AND BRING HANDSHIP TO MANY CITIES NOT JUST ACTON. THIS IDEA WILL RUIN <sup>USED</sup> MY PROPERTY AND OUR WATER TABLE. THE PATH OF THE ROUTE WILL AFFECT MY PROPERTY ADVERSELY. 3534 BENT SPUR (LOOK IT UP)!

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

THIS PROJECT WILL CAUSE <sup>2</sup> ISSUES WITH <sup>1</sup> WATER TABLE, <sup>3</sup> BAD AIR QUALITY AND PROBABLY NOISE POLLUTION. PLEASE I ASK AS A TAX PAYING CITIZEN TO DO ALL YOUR STUDIES TO THE MAX FOR A PRETTY PICTURE TO FOLLOW. THIS WHOLE IDEA IS A FAILURE WAITING TO HAPPEN. BE ASSURE WILL FIGHT IT TO THE END.

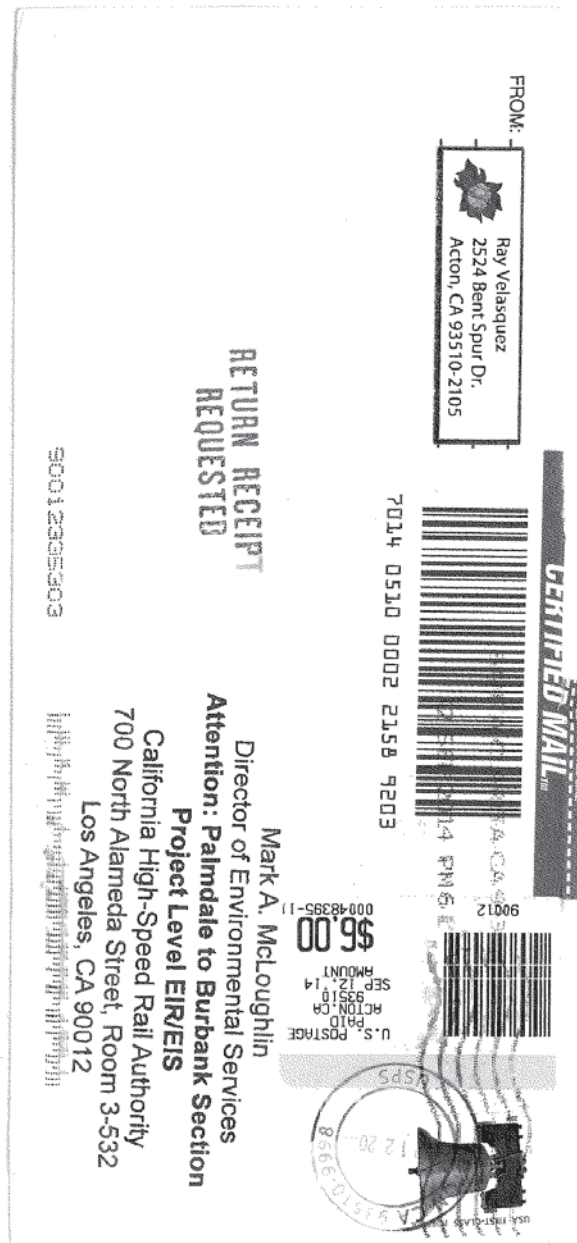
ADDITIONAL COMMENTS: I SPEAK FOR MY COMMUNITY OF (ACTON)

BAD PROJECT FROM ALL ANGLES!!  
ACTON WILL FIGHT IT TO THE END!!  
BE SURE

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale\_burbank@hst.ca.gov.  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

THE NEGATION OULT WEIGHT ANY BENEFITS!!

Submission I724 (Ray & Maria Velasquez, September 12, 2014)



## Submission 1725 (Sheila Ventura, August 27, 2014)

### Palmdale - Burbank - RECORD #281 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Sheila  
**Last Name :** Ventura  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** sheilaventura07@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:  
I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.  
The hope of our community depends on it.

Sincerely,

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Submission 1725 (Sheila Ventura, August 27, 2014) - Continued

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	Sheila Ventura
	Cc: CHSRA Chairman, Dan Richard
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to SR 14

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## Submission 1726 (Juan Vidal, August 25, 2014)

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<b>Palmdale - Burbank - RECORD #234 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/25/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/25/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Website
<b>First Name :</b>	Juan
<b>Last Name :</b>	Vidal
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Acton
<b>State :</b>	CA
<b>Zip Code :</b>	93510
<b>Telephone :</b>	(818) 262-4528
<b>Email :</b>	juancarlos@agigeo.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	Palmdale - Burbank
<b>Add to Mailing List :</b>	Yes
<b>Stakeholder Comments/Issues :</b>	<p>I am very concerned about the impact that the proposed high speed rail project will have in Acton. I have lived in Acton for over 18 years and as a geotechnical engineer I believe that the community will be negatively impacted by the planned routes. Residents rely on wells for their water. These wells may be compromised. Businesses will be disrupted. Traffic will be a problem. In addition, the planned route through Acton will have consequences on the planned budgets for this project. The bedrock that will be encountered in proposed tunnel routes will be more challenging than thought. Then there are groundwater issues, liquefaction issues, hydrocollapsible soils and fault issues will make this route more difficult than expected. It would be better for all concerned parties that the proposed route bypasses Acton completely.</p>
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to SR 14, In Support of Alternative Corridor

## Submission I727 (Deirdra Vierra, August 12, 2014)

### Palmdale - Burbank - RECORD #140 DETAIL

**Status :** Pending  
**Record Date :** 8/18/2014  
**Response Requested :** No  
**Submission Date :** 8/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Deirdra  
**Last Name :** Vierra  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** theknotheads@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Hello,

I will not be able to attend any of the public scoping meetings regarding this proposed track.

I was at a meeting in late 2012 and from the neighborhood upset I am hearing right now it seems that there is a significant change in route. My understanding originally was that we, as a District, would be losing a chunk of general use trail near the Stetson Ranch area in Sylmar - now I am hearing that there is a plan to tunnel through mountains and use a fair amount of land that is used as general use. Our District is one of the last left in Los Angeles County that has AG use properties on it with a fairly dense amount of general use trails, some of which are Designated. I am not on board at all with the possibility of a speed train going through our area from the stand point of an equestrian, a home owner who's property value will decrease significantly or as a Los Angeleno who cares about land use and conservation. There is plenty of crappy industrial property that can be made use of that would not affect the fault lines or the open space. Please start using some older more experienced engineers. These kids you are sending out have no life experience or common sense.

I am so disappointed by what I am hearing and reading, and by the way, your "map" is ridiculously vague.

--

Deirdra Vierra  
CD7

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

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## Submission 1728 (Dino Vlachos, August 23, 2014)

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Palmdale - Burbank - RECORD #227 DETAIL	
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Status :	Pending
Record Date :	8/24/2014
Response Requested :	No
Submission Date :	8/23/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Dino
Last Name :	Vlachos
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	dnavlachos@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	<p>There will never be enough money to ever complete this boondoggle. Wasteful Government Spending.</p> <p>No cap and trade federal funding bond measure private donation tax this bill that nickel and dime constituent fee will NEVER EVER be enough funding to complete this fiasco train to nowhere.</p> <p>This money pit runaway sinkhole disaster is simply a NEGATIVE plan for California.</p>
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	In Opposition to CAHSR Project

Submission 1729 (Dino Vlachos, August 27, 2014)

How does the Authority expect to handle potential exposures?

**•HYDROLOGY AND WATER RESOURCES**

**Hydrology and Water Quality**

Most of Acton depends upon well water for residential and agricultural needs.

Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which would contaminate ground water. Trenching or tunneling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line.

Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to

the aquifer that feeds residential wells in the community.

The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

- \* \* How will the regulations of the Clean Water Act be fulfilled?
- \* \* How will residents be compensated for damage to their well, loss of production, contamination, etc.?
- \* \* Will the Authority perform a baseline study of all wells in the Acton area?
- \* \* How will the Authority prevent disruption to the hydrological patterns?
- \* \* How will the Authority control run-off so that water recharges the aquifer?
- \* \* How will the Authority prevent fracturing of Blue Lines?
- \* \* If new wells must be drilled, will the Authority

compensate property owners for wells that do not meet the current Los Angeles County standards for well production?

\* \* In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?

\* \* Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?

HELLO,  
I SPEAK FOR ALL  
PROPERTY OWNERS IN ACTON,  
HOW DO YOU ANSWER ALL?  
OF THE ABOVE QUESTIONS ★

THIS TRAIN TO NOWHERE IS  
AN UNNECESSARY WASTE OF TAX DOLLARS  
AND WILL RUIN PERFECT SAN JOAQUIN VALLEY  
AND THE REST OF OUR GOLDEN STATE.

THE TRAFFIC WUES OF 2050 WILL RESOLVE  
THEMSELVES JUST AS THEY ALWAYS DO.

IT'S NOT BROKEN, SO DON'T FIX IT.

WE ARE WAITING FOR ANSWERS TO THESE  
9 QUESTIONS.

THANK YOU  
DINO VLACHOS

Submission 1729 (Dino Vlachos, August 27, 2014)



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## Submission 1730 (Paula Voorhees, August 28, 2014)

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<b>Palmdale - Burbank - RECORD #572 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Paula
<b>Last Name :</b>	Voorhees
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	pgvoorhees@ca.rr.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	Please do not disrupt our natural environment. Locals always say no, but sometimes an addition such as the rail will help their economy.

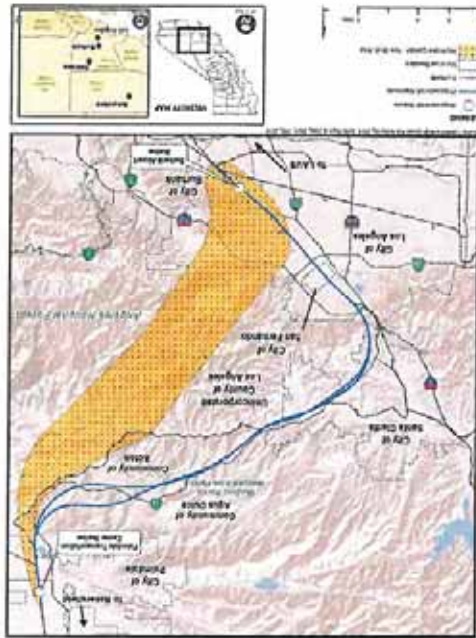
Paula Voorhees

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

Submission I731 (Marilyn Wade, August 12, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section	
NAME: Marilyn Wade		DATE:	
MEETING LOCATION: Library Acton		AFFILIATION:	
ADDRESS: P.O. Box 296		PHONE:	
CITY: Acton		STATE: CA.	
ZIP: 91301		ZIP: 91301	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE <input type="checkbox"/> BURBANK	
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		SEE ADDRESSEE	
The digging will affect our wells. The divert water run off (rain) snow etc to nature has provided for.		digging areas	
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		SS?	
Protect wild life, birds, of all kinds.		ends of	
ADDITIONAL COMMENTS:			
Protect homes & cemetery that are old of Acton's history. Also the mines to be protected.		old mines	
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROJECT. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS FORM TO: PALMDALE BURBANK SECTION, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, 1000 N. GATE AVENUE, SUITE 100, PALMDALE, CA 91301. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUGUST 15, 2014.		SS. PRE-ADDRESSED - GOV. SUBMITTED BY AUG	

Submission I731 (Marilyn Wade, August 12, 2014)



Public scoping comments for the  
Palmdale to Burbank Project Section  
to be submitted by August 31, 2014.  
Please submit comments to:  
Mark A. McLoughlin  
Director of Environmental Services  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012  
Email: [le\\_burbank@hsrc.ca.gov](mailto:le_burbank@hsrc.ca.gov)

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

SANTA CLARITA CA 91353

12 AUG 2014 PM 12:12



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

9001233353 0057




## Submission I732 (J Wade, August 28, 2014)

### Palmdale - Burbank - RECORD #332 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** Yes  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** J  
**Last Name :** Wade  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** mentesseg@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts the communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.  
  
I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.  
  
Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally-friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.  
  
J. Wade  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer SR 14  
**Form Letter :**

Submission I733 (Evan Wagner, August 19, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Evan WAGNER</u>		DATE: <u>8/19</u>	
MEETING LOCATION: <u>LA</u>		AFFILIATION: <u>CITIZEN</u>	
ADDRESS: <u>612 S. Flower ST #1217</u>		EMAIL: <u>evan.wagner@me.com</u>	PHONE: <u>310-961-1930</u>
CITY: <u>LA</u>	STATE: <u>CA</u>	ZIP: <u>90017</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>None.</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?  <u>Just get it done!</u>			
ADDITIONAL COMMENTS:			
<p>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a>. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</p>			

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Submission I734 (Diana Wahl, August 28, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,



Cc: CHSRA Chairman, Dan Richard

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Submission I735 (Bill Walker, September 12, 2014)

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**Palmdale - Burbank - RECORD #826 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :**  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Bill  
**Last Name :** Walker  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** campstalag@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Dear Mr. McLoughlin:

As a concerned citizen I wanted to know why the alternative corridor through the Angeles National Forest is not being actively pursued for the High Speed Rail? It is shorter, more direct, and less expensive than any of the other proposed routes.

Isn't it obvious that these other longer routes--aiming to slice through the heart of several vibrant communities--are waste of taxpayer monies?

So it begs the question: just who is insisting the High Speed Rail come through Acton, and why?

Your response would be greatly appreciated.

Sincerely,  
Bill Walker

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Support of Alternative Corridor  
**Form Letter :**

## Submission 1736 (Susan and Jerry Waller, September 2, 2014)

### Palmdale - Burbank - RECORD #410 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 9/2/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Susan  
**Last Name :** Waller  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** susan\_waller@icloud.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
>  
> Mr. Mark A. McLoughlin,  
>  
> As residents in the Santa Clarita Valley for many years, my family is  
concerned for the well being of our community and oppose the above ground  
alignment for the following reasons:  
>  
> A. Located dangerously close to two schools, subjecting over 1000  
elementary school children to potential accidents and excessive noise,  
causing distraction in the classroom.  
> B. Eliminates a community church.  
> C. Eliminates houses and negatively impacts neighborhoods.  
> D. Sound Impacts would be negative for all residents throughout the East  
end of Santa Clarita Valley.  
> E. Visual impacts would be negative for all residents throughout the East  
end of Santa Clarita Valley.  
> F. Eliminates a job center approved for our community.  
>  
> The preferred alignment is direct from Burbank to Palmdale, bypassing the  
Santa Clarita Valley all together.  
>  
> Of the two alignments being considered through Santa Clarita Valley, the  
tunnel extension alignment causes less environmental and community  
damage than the above ground alignment.  
>  
> Thank you for your time and consideration in this matter.  
>  
> Best Regards,  
>  
  
Susan and Jerry Waller  
  
Sent from my iPad  
**EIR/EIS Comment :** Yes

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Submission 1736 (Susan and Jerry Waller, September 2, 2014) - Continued

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**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Prefer Alternative Corridor  
**Form Letter :**

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## Submission 1737 (Larry Walsh, August 25, 2014)

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<b>Palmdale - Burbank - RECORD #669 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/25/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Larry
<b>Last Name :</b>	Walsh
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	10621 Johanna Ave
<b>Apt./Suite No. :</b>	
<b>City :</b>	Shadow Hills
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	
<b>Email :</b>	larry.walsh@jinonline.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	To whom it may concern,
	I oppose the Antonovitch proposal of the bullet train corridor being run through the Angeles Crest National Forest. The former proposal running along the 14 freeway corridor will have less impact. Do not change horses in mid-stream. As a resident who's community is in the path of the new proposed corridor I strongly oppose it.
	Regards,
	Larry Walsh 10621 Johanna Ave Shadow Hills CA 91040
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

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## Submission 1738 (Michelle Ward, August 26, 2014)

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<b>Palmdale - Burbank - RECORD #626 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/26/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Michelle
<b>Last Name :</b>	Ward
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	ward.michelle@verizon.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Dear HSR Authority,

On behalf of the community and the surrounding equestrian groups, we oppose the construction of the high speed rail system from Palmdale to Burbank that is proposed to be constructed through the Little Tujunga, Big Tujunga, Lake View Terrace and Hansen Dam areas.

The reasons we oppose this project are outlined below:

1. The route would disrupt significant water resources and natural springs.
2. Project would severely disrupt one of few remaining travel corridors and habitats for wildlife.
3. The route would cross several active earthquake fault systems.
4. Route would pass through several residential communities requiring plan amendments to Land Use.
5. Area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding.
6. Area is a flood plane with history of severe flooding.
7. Area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker.
8. Area has an unstable geology with known areas subject to liquefaction.
9. It is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities.
10. A prior Metrolink study found a route through the mountains to be 10 times more costly.

Please consider our opposition in the decision making process as this project

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Submission 1738 (Michelle Ward, August 26, 2014) - Continued

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will be economically and geologically detrimental to the entire area.

Sincerely,  
Michelle Ward, Member  
San Fernando Rangers and Sidekick's

P.S. The voters said "NO" to this project overall and we don't appreciate it being forced down our throats when this city, this state, this country, can't even feed and shelter this country's homeless and elderly citizens while those in our elected positions get rich off lobbyists rather than represent the citizens.

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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Submission 1739 (Lorene and Michael Warner, August 25, 2014)

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To Mark A McLoughlin, Director of Environmental Services  
ATTN: Palmdale to Burbank Project Section  
Re: Scoping Comments

8/25/14

As property owners in Acton, we object to the HSR coming through this area and have several concerns that need to be addressed before any construction begins. My husband and I have enjoyed this rural lifestyle for the last 5 years and I grew up in Agua Dulce so I have had a life time of experience living in this area. Our objection to the High Speed Rail Project starts with the possible interruption or even total disruption of the water supply to the individual and public wells of the area. We live approximately 2 to 5 miles from the proposed routes and we are concerned that the drilling, tunneling and blasting will affect the water supply for our personnel well. Our other concern with this issue is how will the Rail Authority address this potentially disastrous result of the tunneling and how will the sphere of influence from the drilling be determined, this area is a large fracture zone and the least little earth tremor, underground blast or other ground vibration can and has disturbed the local water supply. At meetings I have attended no one at the Rail Authority even acknowledges that this is a real concern for the residents of the area, nor did they ever seem to feel that interruptions of the water supply would be a problem for the Rail Authority should have to deal with as the project goes forward.

To go with the fact that this is a fracture zone there are several earthquake faults in the area and the San Andreas fault is in close proximity to several of the proposed routes; how will the Rail Authority protect the local residents from potential disasters of the rail line collapsing, tunnel collapse, downed catenary lines (which could spark a wild fire) or viaduct collapse not to mention how will the Rail Authority protect the riders of the HSR line during such an event. This week there was a reminder of the damage an earthquake will cause and that was on a fault line the USGS were unaware even existed. Such a situation will happen here one day, living and working in an earthquake prone the issue is not if an earthquake will happen it is when an earthquake will happen.

Another concern is all of the extra traffic construction will create, the roads in this area were never intended to support that sort of use by heavy trucks and equipment, not to mention the pollutants that will be spewed by the construction equipment, that WILL have a very negative impact on the local environment. Along with that there is the issue of all of the displaced soil from the tunneling, where will that go and how many trucks will be needed to move all of that soil.

During the construction phase the soil will be disturbed and the potential for an increase of Valley Fever, caused by the release of ground dwelling spores into the atmosphere, is very real as there is always an increase in Valley Fever infection after every earthquake in this area. There are other potential health risks to be concerned with because of the resulting change in the air quality of the area. Currently this area has very clean air with pollutants localized around SR 14 due to the traffic that would change with construction of the HSR.

This is an area abundant in wild life and that diversity will be threatened with the construction and operation of the HSR in the area. The Santa Clara River, which is downstream from the Soledad Canyon watershed, is the LAST WILD RIVER in Los Angeles County and should be

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Submission 1739 (Lorene and Michael Warner, August 25, 2014) - Continued

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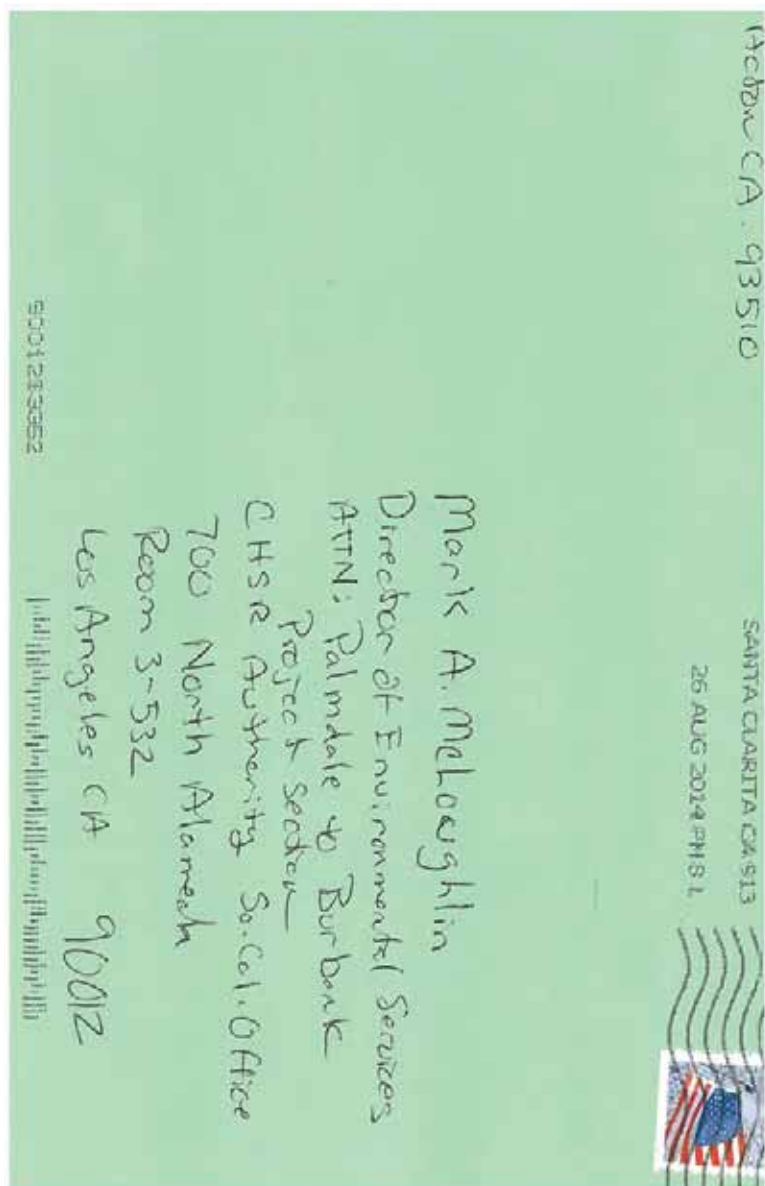
maintained as one. There is a large and diverse eco system that would be highly affected by the cast off from the construction as it travels downstream to the Santa Clara River, this includes several endangered species. Further the Santa Clara River drains through a major agricultural area of Ventura County which accounts for millions of dollars in production for Southern California. The farms in that area get most if not all of their water from the Santa Clara riverbed and construction castoff will affect the quantity and quality of the water that is used in that area for farm production.

This is a rural area and we do raise livestock and have horses, the construction and operation of the HSR will be disruptive to the animals affecting their environment, breeding patterns, temperament and quality of life. There are significant numbers of livestock, including horses, cattle sheep and goats in the Acton and Agua Dulce area that will be affected by the HSR. The HSR will have far reaching negative effects which the Authority is apparently not aware of nor does the Authority seem to care to investigate the potential effect that could ruin the lives and future of many Californians.

Lorene and Michael Warner  
5050 Shannon View Rd.  
Acton, CA. 93510  
661-269-0878



Submission 1739 (Lorene and Michael Warner, August 25, 2014)



## Submission I740 (Jill Warren Pond, September 12, 2014)

### Palmdale - Burbank - RECORD #800 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :** No  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Jill  
**Last Name :** Warren Pond  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :** 818-645-7455  
**Email :** jillpond@verizon.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** This email is written to STRONGLY OPPOSE the HSR proposed route for the Palmdale to Burbank to be brought through Little Tujunga Canyon, Big Tujunga Canyon and/or Hansen Dam, or anywhere through the cities of Lake View Terrace and Shadow Hills. By bringing the High Speed Rail through the above listed areas, and especially through Little Tujunga Canyon and Hansen Dam, you will completely ELIMINATE THE ENTIRE EQUESTRIAN INDUSTRY IN THIS AREA, WHICH EMPLOYS THOUSANDS OF PEOPLE DIRECTLY AND INDIRECTLY, CAUSING THE LOSS OF BUSINESSES AND JOBS WITHIN THE EQUESTRIAN/EQUINE INDUSTRY AND OTHER BUSINESSES AND INDUSTRIES THAT ARE SUPPORTED BY THE EQUESTRIANS IN THIS AREA. The Equestrian Industry is HUGE in this area and there is NO WHERE ELSE that this industry can be moved due to the need for open space and other requirements that horse keeping and horse sports require. There is no room anywhere else in the City to transfer this many horses and the people who go with it, plus this area has benefits other areas cannot offer and which have helped make the equestrian industry so large and strong. The industry has been built here and has a very long, long history here in this area due to the unique nature of the area, which includes access to all the National Forest trails and recreational areas. Lake View Terrace, Little Tujunga Canyon, Hansen Dam, Big Tujunga and all the other areas around here that are part of the National Forest are well known to be some of the best riding and hiking and mountain bike riding trails around. The riding and hiking trails are unique and can not be duplicated anywhere else and should be preserved. Many horse people stay here because it is one of the few places that has such excellent trail riding, especially within the City of Los Angeles. The Equestrian Industry is very profitable for the entire community, bringing numerous outside people to the area for equestrian activities, which is profitable and good for the other businesses in the area. It is an industry which provides jobs and income for a great many people; and these are long standing, permanent jobs---not jobs that will go away after the High Speed Rail is built. There are some very large horse boarding and training facilities located directly in Little Tujunga Canyon in which there are 1000's of horses kept. Some of these businesses include Middle Ranch, Monte Verde, California Polo Club, Hansen Dam Equestrian Center, Courtship Ranch and many, many other smaller facilities along with private horse/equestrian boarding facilities, including many people keeping horses in

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Submission I740 (Jill Warren Pond, September 12, 2014) - Continued

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their backyards. There is no way horses could be ridden or kept anywhere near a High Speed Rail line. Home prices and rents are higher here because it is one of the few remaining place that the residential property is zoned to keep horses. You would devalue real estate prices considerably by eliminating the desire to keep horses in the area. If access is cut off, there is no where to ride and thus no reason to pay the higher prices and own horse property if the horse culture and access has been destroyed. Besides ELIMINATING THE EQUESTRIAN BUSINESSES, you would be ELIMINATING 1000'S OF JOBS OF EMPLOYEES AND INDEPENDENT CONTRACTORS who are all dependent on the Equestrian Industry and all the horse related activities. Some of the people affected would be: The owners of the boarding facilities, the employees who run the offices, the accountants, the employees who clean the horse stalls, the maintenance workers, the grounds keepers, the horse trainers who have the client horses in training and give lessons, the people who lead trail rides for the people who come and rent horses, all the employees of the trainers and owners such as grooms, exercise people, working students, the horse show people and etc. Additionally there are countless other people who would lose their jobs and income if there was no longer a horse/equestrian industry here. These include the farriers, the veterinarians, the veterinarian assistants, the horse chiropractors, the other people who do physical therapy on horses, people who repair tack, people who put on horse shows and events, and etc. The Horse business is a big business. We have huge trade shows dedicated to horses such as Equine Affair and Horse Expo. Not too many other businesses and industries can say that. You would also be ELIMINATING NUMEROUS OTHER BUSINESSES THAT RELY SOLELY ON THE EQUESTRIAN/HORSE PEOPLE IN THE AREA, AND CAUSE THEIR EMPLOYEES TO LOSE THEIR JOBS. These business include the many tack stores, the feed stores, the many restaurants, the cleaners who clean horse blankets and saddle pads and etc. The horse people additionally shop in lots of the other stores in the area. Many people from outside the area come here for the Equestrian activities and thus bring revenue to the area. There are large horses shows that are put on regularly at the various Equestrian facilities. There are many weddings and other large venues put on. The California Polo Club has numerous events and competitions. ETI (Equestrian Trails International) has numerous events and Competitive Trail rides in the area. This is just a small sampling to show you there are many and diverse activities relating to the horse industry that are held in Little Tujunga Canyon, Hansen Dam and/or Big Tujunga Canyon. There are also many, many people who come to this area to use the canyons and the washes as their sole access to the National Forest, for hiking, dog walking, bike riding and equestrian activities such as trail riding. The HSR may be able to buy people's homes, but how are you going to buy people's livelihood's and people's jobs? How are you going to reimburse the cost of businesses that can NOT move any where else? There are other places stores can move, but you can not move a huge equestrian industry that we have in this area and all the peripheral people who make their living servicing the equestrian industry and horse community. It should be noted that the area referred to as "the Wash" is referring to Little Tujunga and/or Big Tujunga canyons. The "Wash" is our sole access to the trails and the National Forest. There are hundreds of horses ridden each day in the "Wash". The "Wash" is a vital part of this area and has tremendous importance environmentally. Additionally the Wash is the important Flood control area and must be protected. Please also note that whichever canyon the High Speed Rail comes down, the rail will divide that canyon in half, which will terminate the use of it for equestrian purposes. It will also prevent access in and through the Hansen Dam Recreational area, another important equestrian area. Your proposed new route to bring the High Speed Rail through some vague, huge area that incorporates Little Tujunga Canyon, Big Tujunga Canyon and the Hansen Dam Recreational area is irresponsible to the public and to the City of Los Angeles and to this vital and important area. Los Angeles has very few open and rural areas left. This area has significant importance economically and environmentally. This very unique area should be preserved, not destroyed by bringing the High Speed Rail through here. One of you has been quoted as saying there is "nothing there". THIS IS FALSE!! THERE ARE MANY BUSINESSES AND HOMES AND

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Submission I740 (Jill Warren Pond, September 12, 2014) - Continued

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IMPORTANT RECREATIONAL AREAS HERE. DO NOT DESTROY THE NATIONAL FOREST, THE RECREATIONAL AREAS, THE BUSINESSES, THE HOMES, NOR TAKE ALL THE EQUESTRIAN JOBS AWAY BY BRINGING THE HIGH SPEED RAIL THROUGH THESE AREAS. The High Speed Rail belongs next to the industrial and commercial areas near the 14 and 5 Freeways, near the existing freeways and Metro Rail tracks. Do not destroy new places that can not be moved or duplicated. Lake View Terrace, Sunland, and Shadow Hills should not be destroyed and the Equestrian Industry should not be eliminated from this area. There are numerous other reasons to not bring the High Speed Rail through the proposed route. Without going into as much detail, these include: 1) This area has environmentally unique fish, animals and plants that must be protected. 2) This area is subject to floods and the HSR will cause new flood problems, or the cost will skyrocket to make the area flood proof. Floods will increase the maintenance costs for the rail lines on an ongoing basis. 3) Putting the HSR through the National Forest WILL have SERIOUS IMPACT on the National Forest. You will have to have ventilation tubes, escape hatches for people if the train gets stuck in the tunnel. Therefore you will need maintenance roads and will need to fence off any areas to prevent people and animals from entering ventilation and escape tunnels. The vibration of the trains will seriously impact animals and people enjoying the National Forest. The noise will negatively impact everything and everyone in the area. 4) Ultimately there will be a HIGHER COST for bringing it through the National Forest, even though it is a shorter route. The tunnels will be harder to maintain on an ongoing basis. 5) The risk of forest fires will impact the trains. They will not be able to travel through any area with an ongoing fire. If the train stalls or gets stuck, or there is too much smoke in the tunnel, the trains will be prevented from travel. Forest fires are a given in these areas and because of the type of terrain, harder to fight as we well know. Fires nearer to the existing freeway and metro rails now would be easier to contain and less disruption in service. 6) The National Forest and the Hansen Dam Recreational area is an important area for all of the neighboring communities to use for the open space and recreational area. It is used daily by 1000's of people, including lower, middle and upper income people. Los Angeles has been trying to put MORE OPEN SPACE for people, and this would take away a huge amount of open space. This is an area which brings in people from all over the San Fernando Valley and other parts of Los Angeles to use and enjoy the recreational and open space areas. This is a heavily used area that should not be eliminated and destroyed. The area is used by equestrians, hikers, dog walkers, mountain bikers, campers, hang gliders, soccer players, people fishing, people swimming, and etc. It is a vast and a varied area. THERE IS NOT ANYTHING LIKE THIS AREA ANYWHERE ELSE, ESPECIALLY NOT IN SOUTHERN CALIFORNIA. It is still within the City of Los Angeles; close enough to be enjoyed by 1000's and 1000's daily, without having to commute to places much farther away. 7) This would take away everyone's access to the National Forest from this side of it. The Wash is this area's access to the Angeles National Forest trails and recreational areas. The forest can not be moved----it is located here and has always been protected from development. The HSR can be put in other areas where it makes more sense and where it is not so disruptive to National Forest and people's access to it. 8) Little Tujunga Canyon Road is also an important alternative route for people to get from the San Fernando Valley to Canyon Country, Agua Dulce, Acton and the other areas served by the 14 and 5 freeways. Little Tujunga Canyon Road was used extensively after the Northridge earthquake when the 14 and 5 freeway interchange was destroyed. There have been other times that this road has been used due to other natural disasters, including times of earthquakes, floods, fires and other problems with the freeway system. 9) Both the Little Tujunga Canyon Road and the Big Tujunga Canyon roads are considered by many as scenic roads and highways and they must be preserved as such. A HSR will destroy all of this. These are just some of the many reasons to NOT bring the High Speed Rail through the proposed routes involving Little Tujunga, Big Tujunga, Hansen Dam, Lake View Terrace, Shadow Hills and Sunland, or anywhere else through the National Forest. Common sense indicates that the rail line should be put adjacent to existing rail lines and freeways instead of disturbing National Forest and important Wash areas and eliminating the entire

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Submission I740 (Jill Warren Pond, September 12, 2014) - Continued

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<b>EIR/EIS Comment :</b>	Equestrian Industry that is large and vital. We should be increasing open and recreational areas, not destroying them for the High Speed Rail. Sincerely,Jill Pond818-645-7455
<b>Need PI response :</b>	Yes
<b>General Viewpoint on Project :</b>	Yes- Standard Response
<b>Form Letter :</b>	In Opposition to Alternative Corridor

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## Submission I741 (Steve Watkins, August 27, 2014)

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<b>Palmdale - Burbank - RECORD #594 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/27/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Steve
<b>Last Name :</b>	Watkins
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	11456 Skyland Road
<b>Apt./Suite No. :</b>	
<b>City :</b>	Sunland
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	818-353-2892
<b>Email :</b>	slwatkins66@hotmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	To: High Speed Rail Authority

Date: Aug 27, 2014

From: Steven Watkins

11456 Skyland Road, Sunland, CA 91040

email: slwatkins66@hotmail.com

Phone: 818-353-2892

The following are my scoping comments:

I am against changing the Palmdale to Burbank HSR line from the proposed corridor to the alternative corridor. I am a longtime resident in the Lakeview Terrace and Sunland areas which could be affected by the HSR using the alternative alignment.

The 14 and 5 freeways are the best route to follow as they are already orientated towards transportation corridors. The alternative corridor would damage one of the last rural type areas close to Los Angeles. This would be very bad and I am strongly opposed to any alignment of the HSR thru the alternative corridor.

The alternative corridor would seriously damage the pristine beauty of the Angeles National Forest. The Forest is full of wildlife that lives now in relative peace and quiet, and this is what we want for our wildlife. We do not want trains particularly ones that move 200 mph disturbing them. The blasting and building of tunnels and bridges would ruin the serenity of this natural National Forest environment.

Also, the Big Tujunga wash is subject to extreme flooding in rainy years. In

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Submission I741 (Steve Watkins, August 27, 2014) - Continued

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1969, FEMA did a study of the Big Tujunga flood that took place in order to better understand the shifting of the alluvial soils in this wash. The Foothills bridge was destroyed by that flood as were several homes. As noted the 14 and 5 Freeways are ideal to bring this project through for they are already oriented for traffic. A bullet train would make little difference. The roads and infrastructure are already there, the traffic is already there, workers and equipment would have easy access to the project, and no Bears or Deer would die to build another train with a higher speed. If an accident, triggered by an earthquake happened, the track would be within easy access of First Responders.

Please keep the HSR in the proposed corridor and do not move it to the alternative corridor. The alternative corridor would terribly damage life in the Sunland and Lake View Terrace communities and the community here is very much against the HSR coming through here.

Steven Watkins

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I742 (Mary Jo Watkins, August 28, 2014)

### Palmdale - Burbank - RECORD #558 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Mary Jo  
**Last Name :** Watkins  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10831 Roycroft Street  
**Apt./Suite No. :** Unit # 27  
**City :** Sun Valley  
**State :** CA  
**Zip Code :** 91352  
**Telephone :**  
**Email :** wmmjhaw@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

>  
>>  
>> Mark A. McLoughlin, Director of Environmental Services  
>> ATTN: PALMDALE TO BURBANK PROJECT SECTION  
>> California High Speed Rail Authority  
>> Southern California Regional Office  
>> 700 N. Alameda, Room 3-532  
>> LA, CA 90012  
> We oppose the following:  
> The "vague and non-specific Alternative Corridor - New Study Area."  
> We believe "it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR."  
> Shadow Hills is in the eye of the storm for the HSR alternative line and we are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills."  
> The "lines need to go through commercial and industrial areas, not residential or sensitive environmental."  
> We believe the myriad of environmental obstacles raises insurmountable costs and is infeasible.  
> Further, there are not just a few homes at risk. The entire community of Shadow Hills is at risk. We have concerns about our:  
> property values  
> scenic highway  
> earthquake faults  
> federal waters and endangered species  
> eminent domain  
> noise  
> pollution  
> destruction of our community  
> threat to equestrian lifestyle  
> construction impacts  
> our area is already severely impacted by transit solutions such as trains, freeways and airports and that the original Route 14 and 5 alternatives are far superior.

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Submission I742 (Mary Jo Watkins, August 28, 2014) - Continued

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> Please find another alternative through existing commercial or industrial areas. Thanks for your consideration in this matter.  
>  
> Sincerely,  
> Mary Jo Watkins  
> 10831 Roycroft Street, Unit #27  
> Sun Valley, CA 91352  
>  
> cc:  
> Felipe Fuentes - felipe.fuentes@lacity.org  
> Supervisor Mike Antonovich - fifthdistrict@lacbos.org  
> Supervisor Zev Yaroslavsky - zev@bos.lacounty.gov  
> Mayor Garcetti - mayor.garcetti@lacity.org  
> Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov  
> Congressman Schiff - <https://schiff.house.gov/email-congressman-schiff1>  
> Assemblymember Scott Wilk -  
Assemblymember.Wilk@outreach.assembly.ca.gov  
>  
> A member of the Shadow Hills Property Owners Association  
> PO Box 345  
> SHADOW HILLS, California 91041  
>  
>  
>  
>  
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>

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

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Submission I743 (Curt Webster, August 31, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,



Cc: CHSRA Chairman, Dan Richard

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Submission I744 (Rhonda Webster, August 31, 2014)

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August 26, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

*Rhonda Webster*

Cc: CHSRA Chairman, Dan Richard

## Submission 1745 (Shel Weisbach, August 29, 2014)

### Palmdale - Burbank - RECORD #465 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Shel  
**Last Name :** Weisbach  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Chatsworth  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** shelshots@socal.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Good day,

I am a fan of rail travel and of rails in general. Initially, I was cheering for California bullet train; YET, as time has progressed I find myself soured by potential routings and the politics of the decision-making progress. Is the train a local for residents of the Great Valley or an LA-SF express that happens to travel through a maze of the the State's counties. Were it my decision, I would have a route along The 5 with a number of feeder lines from major SJV cities along the way. The concept of villages bring a new prosperity to Fresno, Bakersfield, etc, I find preposterous. Rather I see the rails as a destroyer of urban settings, not a unifier. The idea of rails through Angeles National Forest as the latest remedy for complaints is atrocious in the extreme. When will some variance of common sense return to the planning process. This citizen has become revolted with the process, the destruction and the lack of reality that he feels is ruling the agenda.

Sadly,  
Shel Weisbach  
Chatsworth

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I746 (Sharon & Bill Weisman, September 11, 2014)

### Palmdale - Burbank - RECORD #776 DETAIL

**Status :** Pending  
**Record Date :** 9/11/2014  
**Response Requested :** No  
**Submission Date :** 9/11/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Sharon & Bill  
**Last Name :** Weisman  
**Professional Title :**  
**Business/Organization :**  
**Address :** 5001 Carolyn Way  
**Apt./Suite No. :**  
**City :** Glendale  
**State :** CA  
**Zip Code :** 91214  
**Telephone :**  
**Email :** wdweisman@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Dear California High Speed Rail Authority,

We have lived in far north Glendale since 1986 and are very concerned about the possibility of the High Speed Rail project damaging our community.

Particular areas of concern that the scope of the Environmental Impact Study must consider are unavoidable impacts which cannot be mitigated:

1. Severing of wildlife corridors, particularly with the recently proposed tunnel option through the Angeles National Forest - local mountain lions and bears and many smaller species are already severely stressed by urban encroachment into their habitats; fragments of open space in the Verdugo Mountains and San Rafael Hills must have connections to the San Gabriel Mountains for the populations to remain healthy
2. Loss of potential agricultural land in the Tujunga Wash - hyper local farmers markets may become more necessary as global warming disrupts agriculture world wide
3. Increased traffic and resulting air pollution during construction, particularly of a tunnel; limited options for dirt haul routes would make already overtaxed roads more dangerous
4. Loss of historic resources and Native American sites in the Angeles National Forest
5. Impairment of recreational access to the Angeles National Forest

We look forward to a thorough, fair assessment of all the harms this project will cause.

Thank you for your consideration,  
Sharon and Bill Weisman  
5001 Carolyn Way  
Glendale, CA 91214

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Submission I746 (Sharon & Bill Weisman, September 11, 2014) - Continued

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EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Is the Submission a Form Letter  
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Submission I747 (Nanette Wenger, September 12, 2014)

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**Palmdale - Burbank - RECORD #819 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :**  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Nanette  
**Last Name :** Wenger  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9700 Shadow Island Drive  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 91040  
**Telephone :** 818.951.6009  
**Email :** nanettefawn@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** September 11, 2014

Nanette Wenger  
9700 Shadow Island Drive  
Shadow Hills, California 91040  
(818) 951-6009  
nanettefawn@gmail.com

Mark A. McLoughlin, Director of Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

RE: High Speed Rail/Palmdale to Burbank

Dear Palm-Burbank HSR:

As a 19 year resident of Shadow Hills, I am writing this letter to request that the alternate proposed route for HSR through Shadow Hills be \*eliminated\* from consideration.

Over the past several years, I have read articles in the Los Angeles Times and head news reports about HSR possible routes, anticipated ridership, etc. It is well known that current rail systems in our state, as well as others, are operating at a great loss with dismal ridership numbers that

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Submission I747 (Nanette Wenger, September 12, 2014) - Continued

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aren't even close to the original projections!

I know that you have received detailed letters setting forth multiple reasons that this planned route should not be considered, but perhaps you could also be informed why the residents of Shadow Hills and the surrounding communities do not want HSR routed through our neighborhoods.

In addition to the clear negative impact on the Big Tujunga Wash, Hansen Dam Recreational Area, San Fernando Fault and Verdugo Mountains, there are \*PEOPLE

\*who chose to live here for very specific inclusive reasons. For instance, this is one of the few equestrian areas which have maintained a rural, country atmosphere. Isn't it obvious that the people who actually live here and pay taxes should be allowed to continue the lifestyle in which they have invested time and money?

Personally, I left the crowding, traffic, and never-ending noise of the Miracle Mile area in 1995 to raise my daughter in a community where she would not be judged by her designer clothes, but be greeted by friendly people and hear only the sound of crickets at night!

Please do not put my family and these communities at risk for this poorly located HSR route!

Sincerely,

Nanette Wenger

felipe.fuentes@lacity

fifthdistrict@lacobos.org

zev@bos.lacounty.gov

mayor.garcetti@lacity.org

raul.bocanegra@asm.ca.gov

<https://schiff.house.gov/email-congressman-schiff1>

Assemblymember.Wilk@outreach.assembly.ca.gov

Paul.krekorian@lacity.org

councilmember.martinez@lacity.org

fifthdistrict@lacobos.org

ackley.padilla@lacity.org

wesly.hernandez@lacity.org

jim.dantona@lacity.org

clauia.rodriguez@lacity.org

Marcos.Sanchez@asm.ca.gov

Daniel.Lopez@lacity.org

Teresa.Lamb@mail.house.gov

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Submission 1747 (Nanette Wenger, September 12, 2014) - Continued

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	amazgrey@aol.com
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	In Opposition to Alternative Corridor
<b>Form Letter :</b>	

Submission I748 (Stacy White, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Stacy White DATE: 8/28/2014  
MEETING LOCATION: AFFILIATION:  
ADDRESS: 34223 Red Rover Mine Rd. EMAIL:  
CITY: Acton STATE: CA PHONE:  
ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE

☒ PALMDALE TO BURBANK

☐ BURBANK TO LOS ANGELES

\*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Please see attached.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hrc.ca.gov](mailto:palmdale_burbank@hrc.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

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Submission I748 (Stacy White, August 28, 2014) - Continued

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Attachment to Scoping Card of Stacy White

Page 1 of 1

I think the broad concern of Acton residents about the High Speed Rail coming through Acton is that it would decimate the town of Acton as we know it. No longer would it be a rural town with many of its residents owning animals such as dogs, horses, cattle, and llamas. Besides ruining the area for horseback riding (and horses living) due to the constant noise and vibration, there are many animal rescues in the area for dogs and horses. There is even a big cat sanctuary in Acton (the Shambala Preserve). There is a concern that agricultural properties will be re-zoned to non-agricultural use only. However, I don't see how animals could safely be kept in such an environment. The High Speed Rail would destroy the lives of those whose livelihood (such as breeders, boarders, and trainers) or life's mission (animal rescues) revolves around animals.

Additionally, the construction of the High Speed Rail will create a traffic nightmare for Acton residents as well as commuters who pass through. The High Speed Rail would also create hazardous dust and pollution both during and after the construction phase.

A huge concern for Acton's residents is also our water. Many Acton residents depend on wells on their property for water, as do my husband and I. Acton residents need to know that their well water will be protected, rather than used up and or contaminated. My husband and I do not have money to spare and one of the things that helps us financially is our well (not having a water bill).

A very big concern for the residents on our street (Red Rover Mine Road), which is the proposed route, is that if there is a train derailment or collapse of the tracks at the mouth of the canyon, the residents will be trapped, as there is only one way in and out.

Finally, the biggest concern for my husband and me personally is that if the High Speed Rail comes through Acton in the proposed route through Red Rover Mine Road, we will lose our home, as the train is supposed to go through our property. Our home is not worth much now, and with the train coming, it will be worth less. Chances are that we will not be paid enough for our property to even cover our small mortgage, let alone have money to buy another home. Further more, we have two horses and cannot afford to board them and pay for a house. Where we are now is our only affordable option. We are as far out from our jobs as we can possibly stand. (I have a 50 mile commute each way and my husband is an electrician and drives all over, but almost always south from our home.) If the High Speed Rail comes through our canyon, it will be personally very devastating to my husband and me.

We personally did not vote for the High Speed Rail. Due to the State's ongoing budget crises, we do not vote in favor of any spending measures unless they are necessary. The train is certainly not necessary. Though we are opposed to the High Speed Rail under any circumstances, it would be less objectionable if it were to go through a tunnel through the Angeles National Forest if it could be done safely and with minimal impact on the environment and surrounding residents.

Submission I748 (Stacy White, August 28, 2014)



Submission 1749 (Sean White, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Sean White

DATE: 8/28/2014

MEETING LOCATION:

AFFILIATION:

ADDRESS: 34223 Red Rover Mine Rd

EMAIL:

PHONE:

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

\*NOTE: This does not substitute for formal request to receive legal notices.

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Please see attached

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: [palmdale\\_burbank@hst.ca.gov](mailto:palmdale_burbank@hst.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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Submission I749 (Sean White, August 28, 2014) - Continued

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Attachment to Scoping Card of Sean White

Page 1 of 1

I think the broad concern of Acton residents about the High Speed Rail coming through Acton is that it would decimate the town of Acton as we know it. No longer would it be a rural town with many of its residents owning animals such as dogs, horses, cattle, and llamas. Besides ruining the area for horseback riding (and horses living) due to the constant noise and vibration, there are many animal rescues in the area for dogs and horses. There is even a big cat sanctuary in Acton (the Shambala Preserve). There is a concern that agricultural properties will be re-zoned to non-agricultural use only. However, I don't see how animals could safely be kept in such an environment. The High Speed Rail would destroy the lives of those whose livelihood (such as breeders, boarders, and trainers) or life's mission (animal rescues) revolves around animals.

Additionally, the construction of the High Speed Rail will create a traffic nightmare for Acton residents as well as commuters who pass through. The High Speed Rail would also create hazardous dust and pollution both during and after the construction phase.

A huge concern for Acton's residents is also our water. Many Acton residents depend on wells on their property for water, as do my wife and I. Acton residents need to know that their well water will be protected, rather than used up and or contaminated. My wife and I do not have money to spare and one of the things that helps us financially is our well (not having a water bill).

A very big concern for the residents on our street (Red Rover Mine Road), which is the proposed route, is that if there is a train derailment or collapse of the tracks at the mouth of the canyon, the residents will be trapped, as there is only one way in and out.

Finally, the biggest concern for my wife and me personally is that if the High Speed Rail comes through Acton in the proposed route through Red Rover Mine Road, we will lose our home, as the train is supposed to go through our property. Our home is not worth much now, and with the train coming, it will be worth less. Chances are that we will not be paid enough for our property to even cover our small mortgage, let alone have money to buy another home. Further more, we have two horses and cannot afford to board them and pay for a house. Where we are now is our only affordable option. We are as far out from our jobs as we can possibly stand. (My wife has a 50 mile commute each way and I am an electrician and drive all over, but almost always south from our home.) If the High Speed Rail comes through our canyon, it will be personally very devastating to my wife and me.

We personally did not vote for the High Speed Rail. Due to the State's ongoing budget crises, we do not vote in favor of any spending measures unless they are necessary. The train is certainly not necessary. Though we are opposed to the High Speed Rail under any circumstances, it would be less objectionable if it were to go through a tunnel through the Angeles National Forest if it could be done safely and with minimal impact on the environment and surrounding residents.

Submission I749 (Sean White, August 28, 2014)



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Submission I750 (Marla White, August 28, 2014)

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**Palmdale - Burbank - RECORD #539 DETAIL**

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Marla  
**Last Name :** White  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** marlaw825@icloud.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** There has to be another way other to tunnel 20 miles of track through national forest areas. We all want a bullet train, but not if it means a bullet to the head of our wilderness areas.  
  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I751 (Mirth White, August 31, 2014)

### Palmdale - Burbank - RECORD #394 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Mirth  
**Last Name :** White  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Kagel Canyon  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** mirthida@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** To whom it may concern:

I am a Kagel Canyon resident whose home abuts the Angeles Forest. Our area is fortunate enough to have streams, butterflies, bees, mountain lions, possums, bobcats and innumerable wildlife. The recent plan to blast through the area to construct a theoretical high speed rail would threaten the natural beauty of the area, disturb the environment, and be outrageously expensive to complete. I am strongly opposed to this ill conceived plan and will fight it if it goes forward.

It is baffling why the high speed rail authority would even consider building the train so far from the major population areas. The commuters live near the original corridor, not the mountains and Canyons. Further, the infrastructure is already available along the original route. At some point, plans of this magnitude have to rely on economic sense as opposed to the fear of losing votes.

If there is an assumption that the San Gabriel residents will not oppose this plan, or that the residents of this area are too disorganized to pursue legal means to prevent injuries to their homes and surrounding wildlife, the assumption is incorrect. At this point, I have found that most people find this plan so laughable that no one believes it will proceed. If it moves forward, I assure you that there will be strong opposition from both residents and those that rely on the San Gabriel mountains for recreation.

Sincerely,

Mirth White  
Kagel Canyon, CA

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**

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Submission I751 (Mirth White, August 31, 2014) - Continued

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Form Letter :

## Submission 1752 (Jill Whitney, August 29, 2014)

### Palmdale - Burbank - RECORD #530 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/29/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Jill  
**Last Name :** Whitney  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** jillcox41@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** Mark A. McLoughlin, Dir. of Environmental Services  
Attn: Palmdale to Burbank Project Section  
California High Speed Rail Authority  
Southern California Office  
700 N Alameda, Room 3-532  
Los Angeles, CA 90012

I am opposed to the alternative route that could possibly bring the High Speed Rail through the mountains from Palmdale to Burbank. I am a resident of Shadow Hills and am completely opposed to this idea. It is irresponsible for the HSR to put out a vague and non-specific scenario that shows nearly 500 sq. miles potentially in its path.

The HSR needs to go through industrial and commercial areas, not residential and largely sensitive environmental areas. The insurmountable costs of this is infeasible. Why not run it along the train tracks that are currently in place running along San Fernando Road?

Why not take this huge boondoggle and throw it in the trash and use these funds to build a de-salinization plant for drinking water for California? Who in the world needs a high speed rail to Palmdale or Bakersfield???? Shadow Hills is one of the few residential areas left in the San Fernando Valley with open areas. We are already surrounded by Caltrans batch mixing plants, open-air landfills and trash-processing centers in Sun Valley. I think we have enough encroachments in our community. Why don't you have this total waste of resources go through your neighborhood instead? Please do not make us the "Alternative Corridor" for the HSR!!! Thank you for your time and attention.

Sincerely,

Jill A. Whitney

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Submission 1752 (Jill Whitney, August 29, 2014) - Continued

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	~ Jill
	"Life doesn't come tied with a bow...but's it's still a gift!"
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Do not prefer Alternative Corridor
<b>Form Letter :</b>	

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Submission I753 (Jerahmi Wichman, September 18, 2014)

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**Palmdale - Burbank - RECORD #1041 DETAIL**

**Status :** Pending  
**Record Date :** 9/22/2014  
**Response Requested :**  
**Submission Date :** 9/18/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Jerahmi  
**Last Name :** Wichman  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** snakeo818@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

It's recently come to my attention that , there are words floating of building a new rain line from Palmdale to burbank , and few things have to be taken in consideration before this should have been proposed. One thing that has to be taken account for is the fact that the the canyon between tujunga and Palmdale is a federal forest with at least 3 endangered species in it , the large scale demolition work and tunneling to the canyon is a direct threat on these animals populations and breeding areas . Two our forest area has gone thru many changes in the last 20 years and one of which is repeated forest fires , which has striped the canyon walls of much ground cover and trees , making it more prone to mudslides and rock avalanches . To build in an area as structurally unsound , is to waste time and efforts with continuous closers and repairs costing even more tax payer dollars every year. Three , we currently have an exhausting line that runs from Palmdale to burbank which isn't overcrowded or run down , instead of trying to destroy forest and waste time and money building a new line , the same money , time ,and energy should be used to improve the existing line and it's accessibility and functions

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I754 (Tammy Wickham, August 25, 2014)

### Palmdale - Burbank - RECORD #651 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/25/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Tammy  
**Last Name :** Wickham  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** twickhamcsr@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** I am writing in opposition to this plan to have the bullet train going through the forest and into Burbank. My reasons, other than the number one concern of people losing their homes to this, are as follows:

The proposed route would substantially interfere with water resources and natural springs. It would have a substantial adverse effect on one of few remaining travel corridors and habitats for wildlife. This area is one of the last resources to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding. .

The alternate route also does nothing to improve service for the 3 Metro link Stations in the Santa Clarita Valley, used by thousands of daily commuters.

It is also patently unfair to route a project through a less economically affluent area to the sole benefit of more affluent communities. The proposed route would also pass through several residential communities and conflict with current Land Use plans adopted for the purpose of preserving current environment and use.

Also, from my understanding, a prior Metro link study found a route through the mountains to be 10 times more costly.

Sincerely,  
Tammy Wickham

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

## Submission I755 (Paul Wierman, August 31, 2014)

### Palmdale - Burbank - RECORD #343 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/31/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Paul  
**Last Name :** Wierman  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** pwierman@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** August 31, 2014

Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA  
95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Paul Wierman

EIR/EIS Comment :

Yes


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Submission 1755 (Paul Wierman, August 31, 2014) - Continued


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**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer SR 14  
**Form Letter :**

Submission I756 (Gregg Wigert, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Gregg Wigert</u>		DATE: <u>8-11-14</u>	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: <u>3444 Acton Canyon Rd.</u>		EMAIL: <u>greggwigert@gmail.com</u>	PHONE: <u>(661) 400-5336</u>
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510-1311</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<u>What we need an aerial <u>photograph</u> of the affected areas in Acton. Street names would be helpful.</u> <u>Thank you!</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I757 (Pam Wiggert, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Pam Wiggert & Gregg Wiggert		DATE: 8-11-14	
MEETING LOCATION: Acton Library		AFFILIATION:	
ADDRESS: 34444 Acton Cyn Rd.	EMAIL: greggwiggert@gmail.com	PHONE: (661) 400-5336	
CITY: Acton	STATE: CA	ZIP: 93510-1311	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <p>The water supply to Acton is fragile and cannot support a project of this size. Destruction of Acton residences, businesses and wildlife unique to our area is guaranteed. Also air quality and noise levels. Safety and protection wildlife and domestic animals.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <p>vibrations, tunnel air pressure relief, escape and services access to said tunnels.</p>			
ADDITIONAL COMMENTS: <p>Why do protection of wildlife and community only matter when the "state agency" doesn't want the project?</p>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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## Submission I758 (Robert Wilcox, July 30, 2014)

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Palmdale - Burbank - RECORD #16 DETAIL	
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Status :	Pending
Record Date :	7/31/2014
Response Requested :	No
Submission Date :	7/30/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Robert
Last Name :	Wilcox
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	ramgwilcox2@verizon.net
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	<p>You are still missing something important -- you'd like to keep the trains running for the rest of the 21st century. Within that time, track technology will allow 500 MPH trains (The french already have hit 350 MPH).</p> <p>If the current project includes 16-mile radius curves, then at some future date the current rails could be modified for the higher speeds, without rerouting the rights-of-way.</p> <p>Robert Wilcox ramgwilcox2@verizon.net</p> <p>info@hsr.ca.gov; southern.california@hsr.ca.gov; boardmembers@hsr.ca.gov</p>
EIR/EIS Comment :	Yes
Need PI response :	Yes- Standard Response
General Viewpoint on Project :	

## Submission I759 (Gail S. Wilke, September 1, 2014)

### Palmdale - Burbank - RECORD #349 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 9/1/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Gail S.  
**Last Name :** Wilke  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** shpoa@shpoa.us  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** from Gail S. Wilke      Shadow Hills Resident

Mr. Mark. A. McLoughlin

I am a property owner and longtime resident of Shadow Hills. I am greatly upset by the lack of planning and leadership shown by county supervisor Antonovich. The Alternative Corridor/New Study Area suggested is completely unacceptable, and should be discarded immediately. Putting the High Speed Train through the Angeles National Forest and the surrounding communities is short-sighted. This area is one of the few nearby, natural recreation areas for the city of Los Angeles. If this area is used foolishly, it can never be replaced. Using tunnels is an idea full of many problems. In this area there are active earthquake faults, a water table high enough to support a variety of animal and plant life...some of which are endangered, and a treasure of beautiful places. Tunneling often "dewaters" the surrounding areas. Not wise. Tunnels also are very difficult to rescue people from in the event of accidents, earthquakes or terrorism. It is my understanding that "rights of way" already exist along the 5 and 14 freeways. Even though the distance is a little longer, this financially, esthetically, and functionally is a much better choice. Why would you even think about County Supervisor Antonovich's idea of destroying much of a beautiful equestrian area, a badly needed ground water resource, and the recreation area in the Angeles National Forest???? Please think very carefully about spending scarce tax payer money on such a foolish, poorly thought out idea. With great concern,  
Gail S. Wilke

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Do not prefer Alternative Corridor  
**Form Letter :**

## Submission I760 (Dick Wilkins, August 27, 2014)

### Palmdale - Burbank - RECORD #290 DETAIL

**Status :** Pending  
**Record Date :** 8/28/2014  
**Response Requested :** No  
**Submission Date :** 8/27/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Dick  
**Last Name :** Wilkins  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** redneck2006@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** August 26, 2014  
Jeff Morales  
Chief Executive Officer  
California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814  
Dear Mr. Morales:  
I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley. The hope of our community depends on it.  
Sincerely,  
Cc: CHSRA Chairman, Dan Richard  
**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to SR 14

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## Submission I761 (Tom Williams, August 10, 2014)

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<b>Palmdale - Burbank - RECORD #145 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/18/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/10/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Tom
<b>Last Name :</b>	Williams
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	323-528-9682
<b>Email :</b>	ctwilliams2012@yahoo.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	TRANSMITTAL

DATE: August 31, 2014

TO: California  
High-Speed Rail Authority, So.Cal.Regional Office  
Mark A. McLoughlin, Director of  
Environmental Services  
ATTN: Project Section  
Palmdale to Burbank: palmdale\_burbank@hsr.ca.gov  
Burbank to Los Angeles:  
burbank\_los.angeles@hsr.ca.gov

CC: Gloria  
Molina, LACo Supervisor  
Micheal  
Antonovich, LACo Supervisor

FROM: Dr.  
Tom Williams, 323-528-9682, ctwilliams2012@yahoo.com  
Sierra  
Club, Angeles Chapter, Transportation Committee

SUBJECT: California High Speed Rail - Palmdale-Los Angeles Sections -  
Plan Scoping

RE: COMMENTS

- 1

The announcements regarding the southern California August meetings are confused and purposefully seem to not inform the public that these meetings are for SCOPING of preparation of environmental documents to come for each segment of the SoCal alignments. Similarly initial meetings did NOT clearly state that the meeting

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## Submission I761 (Tom Williams, August 10, 2014) - Continued

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comments were for CEQA compliance and specifically stated that only written comments would be considered.

Request new immediate circulation of revised meeting notices to comply with CEQA.

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

Submission 1762 (Dr. C.T. Williams, Sierra Club Transportation Committee,  
August 19, 2014)

CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Dr. C.T. Williams	DATE: 08 19 14		
MEETING LOCATION: LA	AFFILIATION: Sierra Club Ang Caltr		
ADDRESS: LA CA 90032	EMAIL: ctwilliams@sierraclub.org	PHONE: 2012	Transportation Committee
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> BURBANK TO LOS ANGELES	
*NOTE: This does not substitute for formal request to receive legal notices.		<input type="radio"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  Extend Comment Deadline to 09 08 14 5pm			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I763 (Tom Williams, Sierra Club, Los Angeles Chapter;  
Transportation Committee, August 19, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
NAME: Dr Tom Williams		DATE: 08 19 14	
MEETING LOCATION: LA		AFFILIATION: Sierra Club Angels Chapter Transportation Committee	
ADDRESS: LA CA 90032		EMAIL: PHONE:	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
Extend Deadline to 09 08 14 5pm			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hrr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission 1764 (Tom Williams, Sierra Club transportation committee,  
September 12, 2014)

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Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

**TRANSMITTAL**

**DATE:** September 12, 2014

**TO:** Mark A. McLoughlin, Director of Environmental Services Calif.Hi.Spd.Rail Auth., So.Cal.Reg'l. Off.  
mark.mcloughlin@hsr.ca.gov 800-630-1039  
ATTN: Project Section - Palmdale to Burbank: palmdale\_burbank@hsr.ca.gov

**CC:** **Gloria Molina, LACo Supervisor**  
**Micheal Antonovich, LACo Supervisor**  
Stephanie Perez Environmental Protection Specialist, Office of Program Deliv., Fed.Rr. Admin.  
"Stephanie Perez" <stephanie.perez@dot.gov>  
Frank Vacca, Chief Program Manager, Calif.Hi.Spd.Rail Auth., frack.vacca@hsr.ca.gov  
southern.california@hsr.ca.gov  
boardmembers@hsr.ca.gov  
**Sierra Club, Angeles Chapter, Transportation Committee**

**FROM:** **Dr. Tom Williams,**  
**Sierra Club, Angeles Chapter, Transportation Committee**  
**4117 Barrett Road, Los Angeles, CA 90032-1712 ctwilliams2012@yahoo.com, 323-528-9682**  
**(Please Add Me to All Mailing Lists - Statewide, Burbank and Palmdale)**

**SUBJECT:** **California High Speed Rail - Palmdale-Los Angeles Sections - Plan Scoping**

**RE:** **SCOPING COMMENTS "CARD"**

Thank you for the opportunity to review and comment on the Palmdale-Los Angeles (PD-LA) Section and the two LA County segments (Palmdale-Burbank, PD-BK, and Burbank-LA Union Station, BK-LA) of the California High Speed Rail Project (CHSR).

Our comments form two parts: general and specific comments, as shown below for the Section and the two segments.

**Reviewer Qualifications**

Dr. Tom Williams, PhD UC, Berkeley. Paleontology/Geology-Zoology (Retired)  
Conducted 300+ EIR/EIS/EA for Local, State, Federal, and International Agencies (USAID, ADB, WHO, etc.)  
Earliest in 1972-3 for City of San Jose  
URS San Mateo, 6+ years  
Parson Corp. Worldwide 22+ years  
Technical Advisor, Dubai Ports and Free Zones/Nakheel/Limitless 10+ years

More specific comments are given a short background in plain text with ***bolded/italic comments***.

**GENERAL HSR/PD-LA COMMENTS**

**GC - 1. Economic/Fiscal/Finance**

CEQA and NEPA may include any general environmental and/or community issues/concerns as part of an objective, full disclosure, and objective review and assessment for a project. Presenters at the Scoping Sessions rigorously stated that no economic or cost/benefit analyses or assessment would be included in the EIR/EIS, although the NEPA aspects and the Scoping slides and boards indicated that the "Environmental Topics" would include "Socioeconomics". Similarly various economic issues have been raised and promoted as to the job generation, reduced loss of incomes due to congestion, lack of need for local, county, or state subsidies based on project revenues from operations, and user fees/prices would be sufficient to support 100% of operations and maintenance (not Capital Costs). Therefore the presentations and documents appear confused, and session staff could not resolve the scope of assessment in the EIR/EIS.

CHSRA Mention was briefly made regarding CAP&Trade funds which may be used for CHSR projects and these segments but would not be included in the DEIR/DEIS for these segments of

As one who is deeply involved with other major transportation in the State, most large Caltrans and LA County/MTA/SCAG transportation projects include all fiscal, financial, economic, and cost/benefit analyses and

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

1

## Submission 1764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

assessments within the EIR/EIS directly or within Project Report released as part of the CEQA/NEPA circulation and review processes.

As example:

[http://hsr.ca.gov/docs/programs/statewide\\_rail/proj\\_sections/Palmdale\\_Burbank/palmdale\\_burbank\\_IS\\_072414.pdf](http://hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_Burbank/palmdale_burbank_IS_072414.pdf)

IS-1 Project Description "...contribute to economic development....create jobs..."

**Both DEIR/DEIS must include all socioeconomic, financial, fiscal, and employment issues and must be documented, assessed, and mitigated from the point of Certification/Record of Decision for at least 25 years or to expected full repayment of all bonds and other obligations.**

**Both DEIR/DEIS must include an explanation of current and expected funding local, regional, state, and federal funding and how CHSR will displace other projects for limited funds.**

**The DEIR/DEIS must also assess the coincident use of CHSR facilities by other rail users, local transit and mainline/Class 1 rail systems.**

**The Project Description of the DEIR/DEIS must include complete and adequate setting, assessment, and mitigation for the positive and adverse economic, financial, and fiscal effects of the preferred alternative and each of the considered alternatives.**

**As part of this analyses and assessment, especially for tunneling, initial analyses must start from the Section's alignment alternative of twin tunnel/single track dead-straight line from Palmdale to LA Union Station and then analyze any departures from such an alternative with technical, costs/benefits, and environmental views. Similarly, alternative twin tunnel straight lines from Palmdale to Burbank and from Burbank to Union State must be included in the DEIR/DEIS and changed only with technical, costs/benefits, and environmental justifications through analyses and assessments. These three alternatives, analyses, and assessments must be included in both DEIR/DEIS as part of the baselines for alternatives for both the Section and the separate Segments.**

**GC - 2. Tunneling and Economies of Scale** Tunneling requires many specialized equipments and techniques and training for their use. For very short tunnels, such specialized requirements become very expensive, while with longer term and multiple projects, costs decrease markedly with the "Economy of Scale" and sequential scheduling. Similarly some tunneling methods require equipment which is readily available and simply modified for work in tunnels and thereby allows construction at multiple working faces of the tunnels, e.g., a twin-tunnel project could have four or more working faces using SEM/NATM compared to a single working face with a typical rotating TBM or EPB-TBM.

**The Scoping Report and both DEIR/DEIS must include alternatives comparisons of a typical twin tunnel segment (e.g., single track) of say 15,000ft (e.g., total:32,000ft, 3-6mi) vs say five (5) such segments using 1) closed-face-TBM, 2) Open-faced (Digger) Shields, 3) SEM/NATM (advanced mining), and 4) MTM (Mobile Tunnel Miner, Rio Tinto-Aker Wirth) including costs, availability, training, employment, and schedule requirements.**

**GC - 3. MOU/MOA for CEQA/NEPA Consideration** No reference to any memorandum of agreement or understanding between the State and Federal agencies and authorities with regard to use of the combined process, contents, tiering, and various different elements unique to each of the federal and state processes, contents, and consideration.

**Both DEIR/DEIS must include as an appendix of documentation to support any environmental process related to Tiering and Section/Segment assessments.**

**GC - 4 TIERING** Reportedly, the Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). However, no information was in Scoping sessions or is presented as to the Scope of such "down-tiering" to the Section/Segments DEIR/DEIS. **Tier 1 Programmatic EIR/EIS**...analyzes the general broad program for the California High-Speed Rail system. The California High-Speed Rail Authority Tier 1 program review divided the system into nine sections for project review. **Tier 2 Project DEIR/EIS**...analyzes one of the nine segments [=sections] identified in the Tier 1 Programmatic EIR/EIS as a project. The Initial Operating Segment was to have included "four of those segments: Palmdale-Sylmar-San Fernando Valley-Los Angeles.

**TIERING** - CEQA requires that "If tiering is being used, this concept must be made clear at the outset of any scoping meeting, so that participants do not concentrate on issues that are not going to be addressed at this time." Such was not done in three CHSRA Scoping presentations.

**Scoping has not provided any indications of tiered structure of the programmatic and project EIRs/EISs and thereby the entire current process is seriously flawed and must be repeated.**

**The Scoping Report must include a full and complete description as to how tiering operates both in the Federal and State approaches and contents to be included in the DEIR/DEIS.**

**TIERING** - Tier 2 includes DEIR/DEIS(s) for only the two separate sections without reference to the Palmdale-Los Angeles Section, and thereby the current DEIR/DEIS are subject to comments regarding section piece-mealing/segmentation.

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

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## Submission 1764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

***Separation of both Tier 2 CEQA/NEPA processes into two separate streams without consideration of stations and their influence on related facilities clearly supports segmentation/piecemealing of the original Tier 1 concept of each Tier 2 project DEIR/DEIS. In order to accommodate this flaw, both DEIR/DEIS must include and be dependent upon an overview analyses for each segment DEIR/DEIS and must include assessment of those Project elements which would affect the conditions of the related stations and segments.***

***The Scoping Report must fully address this issue and set the stage for assessments in both DEIR/DEIS.***

***TIERING*** - The Tier 2 analyses must "look beyond the subsection termini to adjacent subsections for which second tier analyses have not yet been undertaken" in order to ensure that one Tier 2 project does not point the "loaded gun" at resources associated with the adjacent Tier 2 project.

***Both surface and underground HSR Stations in both Tier-1 and Tier-2 must be included in both DEIR/DEIS otherwise the presence of only surface stations limits the next track segment to starting on the surface, and visa versa.***

***As the Scoping information indicated that the PD-BK segment and LA-US may precede the BK-LA segment, any Project description and Record of Decision for them may open the entire issue to segmentation filings. The DEIR/DEIS must include a full range of alternatives for the PD and LA-US stations and the PD-BK segment.***

### **GC - 5. 2007 Comments**

US Fed. NOI and Cal. NOP stated "All comments received...will receive equal consideration as comments received during...2007 scoping period for the former...EIR/EIS.

A short, summary of scoping comments is provided at

[http://www.hsr.ca.gov/docs/programs/statewide\\_rail/proj\\_sections/Palmdale\\_LA/Palmdale\\_to\\_LA\\_Appendix\\_D\\_Summary\\_of\\_the\\_Public\\_Comments\\_Received\\_7\\_8\\_09.pdf](http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_LA/Palmdale_to_LA_Appendix_D_Summary_of_the_Public_Comments_Received_7_8_09.pdf), but no specific documents is provided nor referenced.

***As no links or accessible files of comments, no review of these referenced comments can be made or integrated.***

***As the 2007 comments are given to have the same values as those now, such an unsupported equalization without specific links and accessibility is unacceptable and a full compendium of all 2007 and 2014 comments must be provided in the Scoping Report and specifically how both sets will be incorporated into both DEIR/DEIS.***

### **GC - 6. Safety & Security (Other than Natural Events)**

Any exposed prominent structure with high value represents a potential "Soft Target" for graffiti and other activities, similarly railroads and rail transit system have also been considered as attractive nuisances and assistance in suicide.

***The HSR trains, stations, tunnels, and trackways and their security must be considered in a recognized separate section of the DEIR/DEIS with appropriate appendices. In general, all elements must be considered in a general alternative comparison of aerial/elevated, at grade/filled grades, and underground and then in specific sub-elements (e.g., platforms, entrances, parking, portals, shaft entries, fencing and grade separation, etc.) and their distinctive vulnerabilities and risks.***

### **GC - 7. Mitigation, Monitoring, and Reporting Program**

***The DEIR/DEIS for all segments must include appropriate draft Mitigation, Monitoring, and Reporting Programs as an appendix and referenced within the DEIR/DEIS based on the presumed mitigation and compensation measures included in the assessment and determination of significance of impacts. Such a draft must also reflect and reference any mitigation, monitoring, and/or reporting measures included or referenced within the Programmatic EIR/EIS for the entire Project and for the Palmdale-Los Angeles Section as a reflection of Tiers 1 and 2..***

### **GC - 8. Comments Deadline**

***NOP - 2014071074 P-B 072414*** p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice ***[August 24, 2014]***. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. ***[August 24, 2014]***.

***NOP - 2014071073 B-LA 072414*** p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice ***[August 24, 2014]***. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. ***[August 24, 2014]***.

***We had requested an extension from the holiday weekend deadline which was 37 days from time of circulation.***

***As the original deadline was extended to the holiday weekend of the national holiday, an extension of one additional week to Sept. 8 was requested but not announced by Aug.29. Such differences of statements and actual implementation indicate a clear disregard of public participation.***

***CHSRA allowed an extension to September 12, 2014 but only notified those known to the authority during the last three hours on the Friday prior to a three-day weekend.***

## Submission 1764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

***We now request that all comments received by two weeks - ten working days - prior to finalization and circulation of both Scoping Reports and be recognized and included in both DEIR/DEIS.***

**GC - 9. Scoping/Notice. What is it?** Announcements and presentations for the Southern California August CHSRA meetings are confused and purposefully seem to not inform the public that a) these meetings are for SCOPING of preparation for the two environmental documents to cover each segment of the PD-LA section and that b) what are the typical formats and issues to be raised (e.g., alternatives, important resources, analytical methods, mitigations, etc.). Presentations did not help the public to understand what they can do to help define the scopes of both projects.

***The Scoping Report must incorporate the broadest interpretation of the comments and allow and promote continued receipt of and incorporation into the Scoping Report up to two weeks of the completion and circulation of the Scoping Reports for both DEIR/DEIS.***

**Scoping/Tiers** Similarly NOP/NOI indicate that these EIRs are tiered from the earlier programmatic EIR(s), but the presentations and printed materials do not indicate how the current efforts reflect or work with the earlier CEQA/NEPA documents and conditions.

***The Scoping Report must include a full discussion of the relationships between the Tiers' 1 and 2 alternatives, assessments, and mitigations for both DEIR/DEIS and must integrate the 2007-2014 comments along with the Tiered issues..***

**GC - 10. Scoping.** During numerous presentations, CHSRA presenters stated that "Costs will not be considered in the DEIR/DEIS." although in presentation materials (both slides and boards) costs, economics, monetary, financial and fiscal issues were raised repeatedly:

"Road way congestions costs money in time and fuel" n

Slide 2 Env.Topics - Column 2/Line 7 Socio**economics** & Communities

Slide 3 Project Objectives - O&M support (=costs) without government subsidies

Slide 4 Cost Savings billions less than airports and roads...

Although the Scoping presentations claimed that no costs/economic/financial issues would be included in either DEIR/DEIS; however, in the presentation materials, costs, financial, revenue, employment, and fiscal are frequently mentioned in a positive approach but without reference to other related issues. Therefore, as the CHSRA has used the more positive aspects of economics, all aspects and issues related must be balanced and objectively considered.

***The DEIR/DEIS must include a full fiscal, financial, and costs analyses and assessment and related issues of environmental justice as has been or is being done with other state-supported transportation projects (e.g., MTA/Caltrans projects - I-710 South Expansion, SR-710 North Extension, and High Desert Corridor).***

***Such studies must include:***

***Pricing, Ability to Pay***

***Cumulative Impacts***

***Growth Inducements***

***Employment - Construction and O&M***

***Betterment and Incremental property tax increments and revenues***

***Employment changes and growth inducements***

***Racial preference in hire, ridership, and benefits - Why Burbank, rather than CityofSF or Glendale***

***Environmental Justice***

***Cumulative Impacts***

***Regional Growth***

***Growth Inducements***

***Mitigation/Monitoring/Reporting Draft***

**GC- 11. Full Disclosure, Objective, Completeness** For Scoping, not all documents and reports were readily identified and accessible either as physical or digital documents. Similarly some documents were accessible on line but had been secured and could were not readily searchable, therefore requiring additional distractive effort to find issues of concern.

***All future documents scoping report(s), DEIR/DEIS, appendices, and any referenced must be provided on-line in a readily searchable and copy-able format (e.g., pdf-s). Also digital documents must be provided in readily downloadable and transferrable volume - not in 12 kb or 12 GB units.***

***For full disclosure approach, all work products related to the development of the Scoping Report(s) and the DEIR/DEIS must be accessible prior to their release through the standard, Public Records Act Requests, Public Records Officer Authority 916-324-1541 records@hsr.ca.gov.***

**GC-12. HSR Loco/Drivers** For all routes of gradients >1% (1/100ft) and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).

## Submission 1764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

**GC-13. SCAG** Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angeles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.

**The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.**

### PALMDALE-BURBANK-LOS ANGELES (PD-BK-LA) SECTION COMMENTS

**PD-BK-LA - 1. Segmentation of Entire Section** Segmentation of the Project for Palmdale-LA Union Station Section presumes the environmental acceptance of the Burbank Station element.

**Current separation of PD-BK and BK-LA is an example of "segmentation" (=piece-mealing). Each DEIR/DEIS must include an alternative of the most direct single route (straight line) from Palmdale to LA Union Station with about 38mi of twin-tunnel or single tunnel-dual tracked alignments compared to 42mi of mixed surface/aerial/underground alignment through Burbank and with several access shafts and portals for construction and operations.**

**The CHSRA must also acquire and include in both DEIR/DEIS a memorandum of agreement/understanding between US DOT and DOA and CHSRA with regard to include in any future proclamation regarding the Angeles Forest elevation to National Monument status.**

**PD-BK-LA - 2. Segmentation of Two Segments in Section** As indicated in the Programmatic DEIR/DEIS, one section of the CHSR Project is the Palmdale - Los Angeles portion of the Project. In the current Tier 2 efforts, this section has been divided into only two segments: Palmdale-Burbank and Burbank-Los Angeles segments. However little or no provisions are made for descriptions and assessments of the three stations: Palmdale, Burbank, and LA Union Stations, even as to their designs established even in general: Above-Grade, At-Grade, and Below Ground and their interfaces with other project elements. Similarly, no mention of the previous Tier 1 Station at Sylmar is made and which appears to have been abandoned, except for vague references to the related "Regional Connector".

**The Scoping Report must clearly define the project elements and separate design development, assessment, and mitigations for related above-, below, and at-grade conditions for both stations and track systems, including tunnels. These may be considered along with the appropriate tunnel-station interface alternatives. If not done, each of the segments can be considered to be influenced, affected, and effected by adjacent projects which is inappropriate for tiered projects, and such segmentation will be commented on during the DEIR/DEIS comment period.**

**PD-BK-LA - 3. Ridership/Patronage** No discussion has been provided in available documents regarding the ridership or patronage for each of the three stations and two track segments for both HSR and local services. These are important for assessing power/utilities, traffic/parking, and congestion along with related air quality and noise effects and revenue generations.

**The DEIR/DEIS must include the forecasted initial, development, and end-of-plan ridership and related potential for cumulative and induced impacts in and surrounding the station areas. Similarly such forecasts must be integrated along with the ridership-revenues/pricing/station rental/leasing revenues for each segment and related stations. Such descriptive and analytical discussions must also relate those local, short-, and long-distant riders from outside/beyond the three stations and those between stations within this ninth section of the HSR Program.**

**PD-BK-LA - 4.** As indicated in the 2014 Draft Business Plan, the CHSRA projected 5.8 million passengers per year on the 300-mile length of track connecting Los Angeles and Merced and projected revenues of \$592 million as a medium scenario in 2012 dollars. As indicated elsewhere, no clear quantification of ridership distributions has been provided regarding local (one track segment, e.g., PD-BK), regional (e.g., 2 or more segments, e.g., PD-SanDiego), and long-distance (SF-LA, >2 sections) trip riders. Similarly and very important to tunnel and surface systems, no quantification has been provided regarding numbers of train pass-throughs/departures from each station and their track speeds through the relatively short segments and thereby the prospective numbers of persons within a tunnel at any specific time.

**The DEIR/DEIS must include quantified projected riderships and train activities for the two segments through the planning period or 25 years whichever longer. Analyses and assessments must provide such information by**

## Submission I764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

***segment and station in order to completely and adequately assess the environmental and operational benefits and impacts.***

**PD-BK-LA - 5.** *For all tunneling, the DEIR/DEIS must include alternative use of New-Austrian-Tunneling-Methods/Sequential-Excavation-Methods (NATM/SEM : advanced open face mining) for single wide/low tunnels (e.g., 30ft H x 60ft W) with dual tracks rather than typical twin circular tunnels using a typical 20-30ft diam. TBMs. These methods can be compared with one or two TBMs versus 6-8 working faces for the same tunnel route.*

**PD-BK-LA - 6.** *From the documents available, all stations - Palmdale, Burbank, and LA Union Station - appear to be only considered as surface facilities rather than underground stations, as in LA Metro Rail, Red Line Phase 1 (e.g., Union Station, 7th/Flower, Pershing Square, etc.). The DEIR/DEIS must include alternatives for underground pass-through stations at all three of the proposed station sites.*

**PD-BK-LA - 7.** *The DEIR/DEIS must include at least one alternative for combined utilities passing through the same tunnel structure (along sides or under-track floor) from Palmdale to Burbank and on to Downtown LA City, especially for power and water as they may also be required for project related systems. As in the Castaic Project, one option in this alternative must consider the use of pumped storage power generation between Palmdale and Hansen Dam.*

**PD-BK-LA - 8.** *Like other transportation CEQA/NEPA documents, the DEIR/DEIS must include Economic and Financial context for each segment and must include both short-term capital costs, expenditures, and employment generation within the three major areas and for the LA County overall.*

**PD-BK-LA - 9.** *CEQA documentation is inadequate and incomplete with regard to current and expected rail transportation development within the County and to direct and indirect growth-induced impacts from proposed LACo/Metro mobility elements, specifically those of the High Desert Corridor and associated development for supporting such a Corridor.*

***The DEIR/DEIS must include analyses of ridership and station configurations in Palmdale to accommodate expected ridership from the High Desert Corridor bus and rail transportation systems and on the expected surface facilities.***

**PD-BK-LA - 10. Station/Platform Designs** *An important element for all stations is the programmatic design requirements for train lengths, lengths of and train-numbers at platforms. Some have indicated 1700ft per train-envelope (including pre-/post-clearances) while others report 1300ft (perhaps train only) and have reported two trains in any station. Use of either length x two trains would require 2600-3400ft for platform only for a station plus provisions for switching at either end. For Union Station, such parameters would require platforms between Vignes St. Crossing (north, main switch between existing Yard and Station tracks) to Ducommun Crossing (south, south of US-101) and more than twice the existing longest platform (1450ft).*

***The DEIR/DEIS must provide coordination for the Programmatic EIR/EIS Tier 1 justification for requiring two-train station lengths and then Tier 2 considerations at Palmdale, Burbank, and Union Station and must include assessment of alternatives including single-train platforms.***

**PD-BK-LA - 11. Use of Existing Rail Corridor and Freight Track Displacement** *Any CHSR use of existing tracks and rights-of-way represents a major adverse impact on rail transportation elements in LA County General Plan Update. These impacts are especially important for freight rail systems between the Ports of LA and Long Beach (San Pedro Ports, SPP), Alameda Corridors, and the High Desert Corridor (logistics corridor between I-5 (west) and I-15 (east)). As the operating requirements for freight trains of loaded double stacked container unit trains are very different from those for the HSR project.*

***The DEIR/DEIS must include identification, alternatives, assessment, and mitigation for all surface rail corridors between Union Station (e.g., US-101) and identify all existing single tracked segments within the study area and potential for dual-tracking of existing single tracked rights-of-way with sufficient widths.***

***The DEIR/DEIS must include an alternative or an option in which no existing dual track system or corridor and no existing rights-of-way suitable for dual tracks shall be used for the HSR corridors or trackways.***

**PD-BK-LA - 12. HSR Loco/Drivers** *For all routes and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank*

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

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## Submission I764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

**and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).**

**PD-BK-LA - 13. SCAG** Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angeles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.

**The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.**

### **PALMDALE-BURBANK (PD/BK) SEGMENT AND STATIONS**

**PD-BK - 1.** All good transport route analyses should begin with a straight line between the Palmdale and the Burbank Stations, therefore the EIR/EIS must include alternative(s) of the most direct, straight line, route and all reasons why such a route is not followed, especially via tunneling. Similar to, **Brenner Base Tunnel** as planned 55-kilometre (34 mi) long dual track-railway tunnel, through the base of the Brenner/Alps Range, from Innsbruck Hauptbahnhof, Austria to Fortezza, Italy, under construction NOW.

**The DEIR/DEIS must include an alternative of direct tunnel systems from Palmdale to Burbank, with options of single or dual track/tunnels and with options of EPB-TBM, Open-Face Shields, and SEM-NATM. A 30mi total corridor may include 4-6 access shafts for construction (8-12 working faces) and use hard rock mining/NATM/SEM, Digger Shields, and TBMs in appropriate combinations.**

**PD-BK - 2.** Land use intensity and value are far greater in San Fernando Valley than in the Palmdale-Cheeseboro/LittleRock-SR138 area.

**The DEIR/DEIS must include a route alternative of 38+mi with 30mi of tunnels and 8-12 mi of surface route in Palmdale-Cheeseboro/LittleRock rather than in Sylmar to Burbank.**

**PD-BK - 3.** PD-Acton Sub-Segment may be best completed on surface corridors rather than by tunneling. However, southwesterly of Acton, tunneling may be more suitable to complete the segment into the San Fernando Valley and into and/or under the Burbank Station site.

**The DEIR/DEIS must include a route alternative of 38+mi with 18mi of tunnels from Acton into and beneath the Burbank Station and 12+mi of surface route from Palmdale to Acton.**

**PD-BK - 4. Tuna Canyon-Burbank portion of PD-BK Segment** - For the final (last five miles) approach to the Burbank Station, several options could be developed for elevated, at grade, and underground. However, several opportunities exist for the approach from any tunnel alternative (especially, direct lines from Palmdale, Little Rock, or Acton). Slight changes in grade (ft-rise/fall/100ft length) would allow: a) an elevated approach to pass over land uses, arterials, and I-5 and connect with elevated or at grade station options at the Burbank Site or b) an underground approach beneath these surface resources before connecting with an at-grade or underground station options.

**All tunneling alternatives in the DEIR/DEIS must include options for the northerly approach to the dual-tracked Burbank Station site:**

- 4.a South-Burbank I-5 Crossing - Winona-Empire**
- 4.b North-Burbank I-5 Crossing - 1) Glenoaks-Hollywood Way-San Fernando Road or 2) ShadyCove-Cabrini-Ontario**

**As indicated elsewhere, three apparent station options or alternatives (e.g., elevated, at-grade, and underground) must be included in the DEIR/DEIS and related to both the northerly (PD-BK) and the southerly (BK-LA) approaches to the Burbank Station.**

**PD-BK - 5. Alternative through/under Angeles National Forest** No information or agreements or Memoranda of Understanding have been indicated, referenced, or provided regarding the acceptance of any portal, tunneling, or shaft construction within the federal US Forest Service Angeles National Forest or the proposed National Monument. Without such provisions and inclusion within the proclamation for National Monument declaration any alternative proposed beneath or within or through the National Forest/Monument may become moot.

**The DEIR/DEIS must include federal approval and confirmation of inclusion within any National Monument designation for portal, shaft, and tunnel construction within the various alternatives proposed for the Palmdale-Burbank segment.**

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

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## Submission I764 (Tom Williams, Sierra Club transportation committee, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments Plmdl-LAUS Sec. - Palmdale-Burbank Segments

Sep.12, 2014

**PD-BK - 6.** Earlier HSR planning had combined these two segments into just L.A. to Palmdale, but CAHSRA determined that the Burbank to Palmdale stretch will have "independent utility" and appears to be able to proceed sooner, while complexities are worked out on the Union Station end.

**As indicated in numerous references, the design and CEQA/NEPA considerations for this segment and its two stations must be firmly established both within the PD-BK DEIR/DEIS and that for BK-LA, otherwise the advancing document becomes subject to complaints as to segmentation/piecemealing of the "Project."**

**PD-BK - 7.** Five geological sub-regimes exist in the segment corridor: a) thick (200ft) alluvial valley fills in vicinity of Palmdale and Burbank Stations, b) PD-Acton Park bedrock, c) Acton-Sunland bedrock, and d) Sunland-North Hollywood Way bedrock ridge, within one mile north of the probable station site.

**The DEIR/DEIS must include comprehensive geological studies for all underground tunnels and stations in order to establish reasonable costs, operational, and environmental considerations.**

**PD-BK - 8.** Some proposed alignments for the PD-BK route would pass through structured land uses between the Palmdale and Burbank Stations. As most current residents and owners are not within the economic status range of those using the HSR system, as also in current ExpressLane and TollLane systems and corridor, the issue of Environmental Justice arises. HSR systems appear to be routed through the cheapest land and also may impact more typical residents and owners of such lands, rather than the neighborhoods, neighbors, and owners of lands associated with those using the services. Those who can not afford the HSR service would be sacrificed for providing the service for those who can afford and "need" to go to San Francisco, Sacramento, and San Diego.

**The DEIR/DEIS must include a full and complete assessment of the PD-BK ridership and their access/departure uses of the PD and BK stations. Such must include the economic status, frequency of use, and estimate economic benefits of such services and subsidies of the HSR ridership. Similarly the DEIR/DEIS must also include a complete and adequate assessment of any surface or aerial or mixed service through the entire corridor and their developed segments. Such assessments must include the entire residential community and not just the ownership of the affected properties (i.e., residents, renter, and leasees).**

### PALMDALE STATION

**PD-1.** As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.


**PD-2.** As the PD Station represents the only remaining station between Bakersfield and Burbank, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.

### BURBANK STATION

**BK Station - 1.** As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.

**BK Station - 2.** As the BK Station represents the only remaining station between Palmdale and Los Angeles, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.

Submission 1765 (Bonita Wilson, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Bonita Wilson</u>		DATE: <u>14 Aug 2014</u>	
MEETING LOCATION: <u>Lake View Terrace</u>		AFFILIATION: <u>Resident</u>	
ADDRESS: <u>9940 Shadow Hills Dr</u>		EMAIL: <u>bonita44@ca.rr.com</u>	PHONE: <u>818 951-6537</u>
CITY: <u>Sonland</u>	STATE: <u>CA</u>	ZIP: <u>91040</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ol style="list-style-type: none"> <li>1. Shadow Hills Neighborhood - wild life + creature home environment significantly altered - water + air quality</li> <li>2. A demand to sell our home - crash in value</li> <li>3. vibration effect on life - much like effect of high intensity power lines - the effect on planet + people life - how will this ever be tested?</li> <li>4. In 2030, with the likelihood of people working from their homes + <u>NOT</u> traveling (more urbanization) who is saying this is really needed?</li> </ol>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
from their homes + <u>NOT</u> traveling (more urbanization) who is saying this is really needed?			
5. As I oppose the giant cement walls on our freeway because of loss of living matter (trees + plant) as well as wondering who owns + benefits financially from the massive amount of cement, I fail to see a human benefit in this.			
ADDITIONAL COMMENTS:			
6. As <u>Firestone</u> Tires Company of the mid 1950's took out the rail lines from <u>Islanddale</u> to <u>Santa Monica</u> - because they wanted to sell <u>tires</u> - we have a possible similar activity.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission 1766 (Jean Wilson, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

1 of 6

DATE: 8-18-14

NAME: Jean Wilson

MEETING LOCATION: Acton

AFFILIATION: Resident/Landowner

ADDRESS: P.O. Box 474

EMAIL:

PHONE: 661-618-0868

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

☒ STATEWIDE

☒ PALMDALE TO BURBANK

\*NOTE: This does not substitute for formal request to receive legal notices.

☒ BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Air Quality: There is Valley Fever fungus in the soil. Disturbing the soil causes it to become air borne. It can then be spread through the air as well as ~~be~~ settling on clothing and transported else where.  
What will you do to prevent the airborne contamination?  
What will be done to prevent it from being spread to the homes & families working on the project?  
How will you contain the dust in the air when Acton is tinned forth winds that blow through the area every day.  
Diesel electric engines do not burn clean.  
What will be done to address the air pollution that will be added?

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale\_burbank@hsrc.ca.gov  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

Submission 1766 (Jean Wilson, August 28, 2014) - Continued

Jean Wilson

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P.O. Box 679

Acton, CA 93510

Water Quality: The Santa Clara River bed has clean, unpolluted water.

What will you do to protect this water source?

WWD #37 has three (possibly four) wells in the Santa Clara riverbed, how are you going to protect our water source?

The wells in Acton are fragile.

If ~~a~~ <sup>when</sup> well is disturbed, how will you make sure the owner of the well is PROPERLY compensated for their well? loss or partial loss?

~~Not~~ If ~~that~~ the Santa Clara River bed is affected that will make it very difficult to bring County water to the affected property, now what?

The County can Not at this time supply water to any property above 3,300' elevation.

Many properties with wells are above 3,300', what are you going to do now?

Livability: Acton has always be regarded as "the place to live," it was close <sup>enough</sup> ~~by~~ to work as far away a Los Angeles but still have the rural life style. ~~of~~ which included, horses, chicken sheep etc.

What will be done to protect this life style?

Many people supplement their food budget by

Submission 1766 (Jean Wilson, August 28, 2014) - Continued

Jean Wilson  
PO. Box 674  
Acton, CA 93510

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raising livestock, fruit and vegetables.

Now that the train is on their property or  
right next to it how will HSR make up  
for their loss of income?

None of the three alignments are acceptable to the  
Acton Community.

When will High Speed Rail truly address the  
Acton Community with how they will deal  
with the eminent domain problem?

When a property is divided how will you  
compensate someone for the home you just des-  
troyed?

There are many other alignments that are available..

Supposedly HSR has top engineers working on  
this project, They need to do better.

Economically This is ridiculous

We were told HSR is an option. At a cost  
of \$6 Billion (at this time), the cost was taken any  
other option off the table.

Los Angeles County is strapped for cash.

The movie industry films in Acton regularly.  
With the alignment as it is and above ground  
the movie industry will leave the area.  
Who will replace the lost revenue?

Submission 1766 (Jean Wilson, August 28, 2014) - Continued

4 of 6

Jean Wilson  
P.O. Box 674  
Acton, CA 93510

How will the lost revenue be replaced?

How will the county services make up the lost tax revenue?

Vasquez Rocks is the most filmed site in the world, I guess not anymore.

Wildlife: We have beautiful wildlife, birds, bobcats, mountain lions, snakes, deer, bears.

Many animals were displaced by the wild-fire, they relocated to Acton's surrounding areas. What will you do with them now?

Traffic: This will severely impact Soledad Cyn Rd. and all the camping.

People come from all over Los Angeles County, Riverside County & San Bernardino to camp in Acton, where do they go now?

Soledad<sup>cyn</sup> will become even busier due to construction.

Sierra Hwy - Angeles Crest also.

Commute times will double & triple. How will address this problem? It will include time & more miles driven.

Construction: During construction much of Acton, a rural community will be effectively cut off from emergency services, eg. Sheriff & Fire Dept.

Submission 1766 (Jean Wilson, August 28, 2014) - Continued

Jean Wilson  
PO Box 474  
Acton, CA 93510

5 of 6

How will you take care of providing emergency services during construction?

How will you guarantee proper emergency services will be provided after construction?

Los Angeles County services are all ready stretched. We are short on Sheriff personnel.

How will you guarantee that the response time, which is already ~~is~~ questionable is not made worse?

How can and will make sure Acton (very high fire zone) is not put in greater jeopardy?

There is approx 23 miles of tunnel already proposed in the Acton area. Review your alignments and put the train underground. There are many areas that would cause minimal damage or invasion of Acton & still go south to Burbank from Palmdale. Do not encroach on the Magic Mountain Wilderness Area. You do not have the right to do so and the High Speed Rail will cause irreparable damage to the area.

All High Speed Rail Systems, worldwide, are subsidised by their governments. California does not have an endless supply of cash. California can not support this rail system. It is already going to cost every man, woman and child over \$100,000.00. California has an unemployment rate of 11%. The money is not available for this project, any portion of it.

Wildlife: Wildlife will be severely impacted. There was a reason Antelope Valley was named Antelope Valley. There was a large Antelope population. The Antelope died off as they were afraid to cross the railroad tracks.  
What animals will HSR kill as a result of its

Submission 1766 (Jean Wilson, August 28, 2014) - Continued

Jean Wilson  
P.O. Box 474  
Acton, CA 93510

6 of 6

being built? How many different species will be decimated? What will HSRA do to prevent this?

Property Use: There are many property owners with restricted use on their land due to specific plants and animals. Part of the above ground alignment will be going through some of these areas.

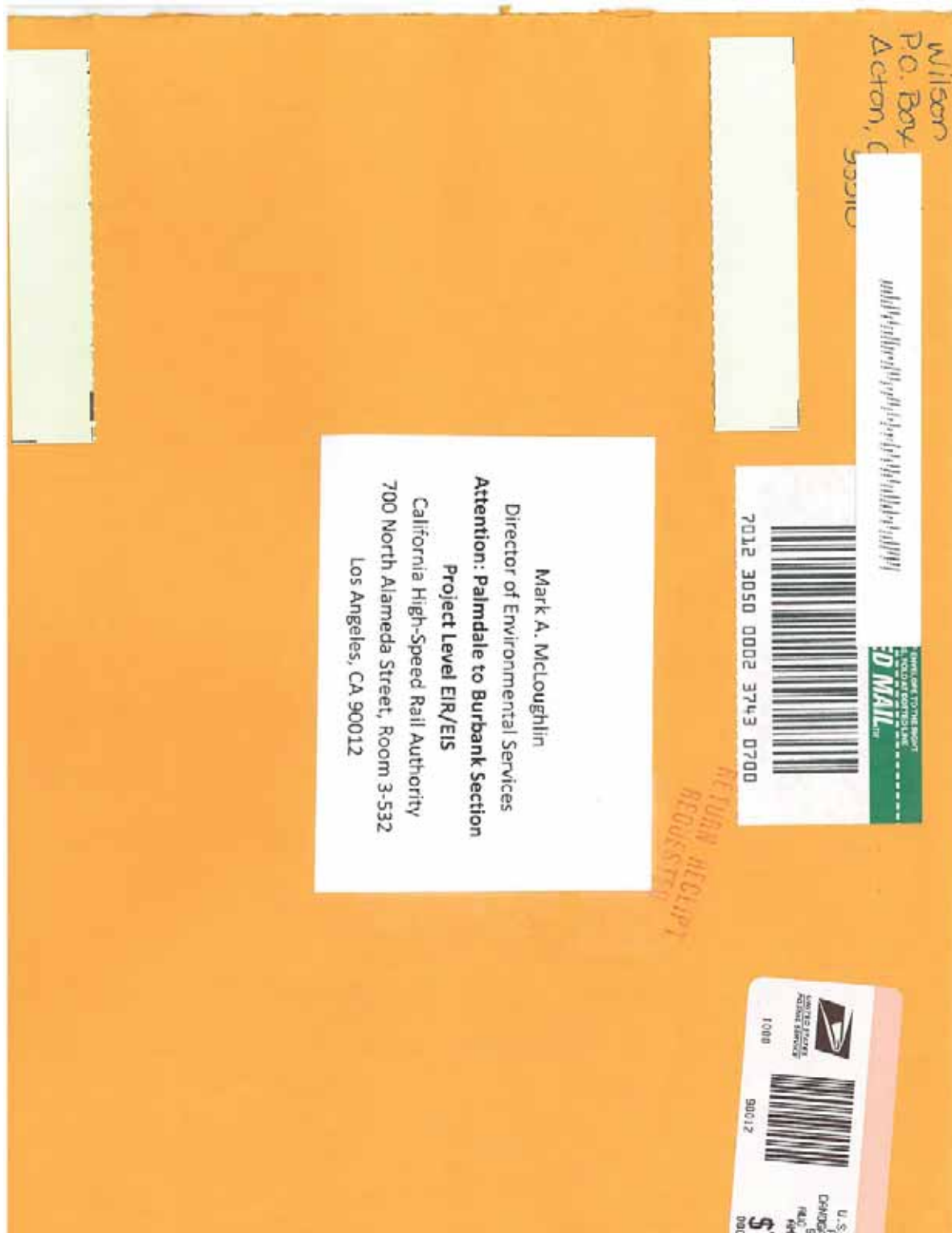
How will you mitigate these restrictions?

Construction: Due to the high population of raptors, construction is not under any circumstance permitted during nesting season.

How will you protect the raptors? Many are on the endangered watch list.

There will be large amounts of dirt moved. Where will you legally put this dirt? How will this dirt be transported?

Submission 1766 (Jean Wilson, August 28, 2014)



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## Submission 1767 (JoAnne Winkler, August 28, 2014)

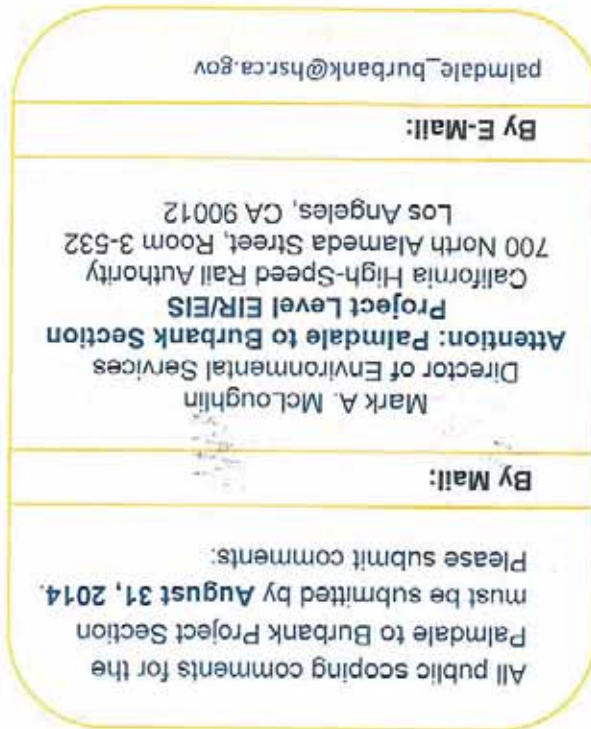
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<b>Palmdale - Burbank - RECORD #537 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/28/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	JoAnne
<b>Last Name :</b>	Winkler
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	Kagel Canyon
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	rolywink@yahoo.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	No
<b>Stakeholder Comments/Issues :</b>	Are you crazy. Did you forget the Sylmar earthquake? Not a very good idea.
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	
<b>Form Letter :</b>	

Submission 1768 (Ruth Winstead, August 20, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: RUTH WINSTEAD		DATE: 8-20-14	
MEETING LOCATION: LAKEVIEW TERRACE		AFFILIATION: HOME OWNER	
ADDRESS: 10812 SIMENEZ ST.	EMAIL:	PHONE:	
CITY: LAKEVIEW TERRACE	STATE: CA	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <u>DO NOT DO THIS!</u>			
AS A STATE, THERE IS NOT ENOUGH PEOPLE WHO WOULD OR COULD AFFORD TO RIDE THE BULLET TRAIN, OR EVEN AMTRAK. YOU DON'T NEED TO TAKE AWAY ANY MORE PROPERTIES AND HOMES. WE ARE ALREADY SUBSIDIZING TRANSIT (AMTRAK). LET THE PUBLIC USE THE SHUTTLE-BUSES WE ALREADY HAVE. DON'T TAKE AWAY THE DRIVERS <sup>JOBS</sup>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
DONOT TAKE AWAY ANYTHING IN ANGELES CREST. YOU SEEM TO FEEL FREE TO DO ANYTHING THAT PROMOTES <u>YOUR JOB</u> . WHAT ABOUT THE CAMPSITES AND HOME-OWNERS YOU DESTROY JUST TO PROMOTE A BULLET-TRAIN THAT NO ONE WANTS. THE COST OF THE TRAIN IS PROHIBITIVE, BOTH IN HOMES, FORESTLANDS AND BUSINESSES. WHAT PART OF CAN'T AFFORD DON'T YOU UNDERSTAND			
ADDITIONAL COMMENTS: GET YOURSELF ANOTHER JOB, THESE PROJECTS SMELL LIKE "DEAD FISH"!			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.          PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.          YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov.          ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.</small>			



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## Submission 1769 (Julia Wolfe, August 31, 2014)

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<b>Palmdale - Burbank - RECORD #372 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/2/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/31/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Julia
<b>Last Name :</b>	Wolfe
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	33424 Hubbard Rd
<b>Apt./Suite No. :</b>	
<b>City :</b>	Acton
<b>State :</b>	CA
<b>Zip Code :</b>	93510
<b>Telephone :</b>	
<b>Email :</b>	goldenastro@sbcglobal.net
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle on so many levels.

First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our community relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by drastically lowering property values.

Two of the "proposed routes" go within feet of our property. We have a Golden Retriever Kennel. The sound and environmental pollution will be a horrible health hazard for us as well as them. The chance of Valley Fever coming from the construction is very likely. The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area. Noise pollution, electromagnetic interference and radiation also result in negative impacts to our environment.

Also there is the possibility of instability due to the earthquake faults in the area.

California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project?

As long time residents of Acton, we wish to again voice our strong objection to this project.

Very concerned Acton home owners,  
Julia Wolfe Gael Parks  
33424 Hubbard Rd  
Acton, Ca 93510  
goldenastro@sbcglobal.net  
pindoc@sbcglobal.net

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Submission 1769 (Julia Wolfe, August 31, 2014) - Continued

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**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** Oppose CAHSR Project  
**Form Letter :**

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## Submission I770 (Marc & Carla Wolter, August 29, 2014)

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33716 Jason Rd  
Acton, CA 93510

29 August 2014

Mark A McLoughlin  
Director of Environmental Services  
California High-Speed Rail Authority Southern California Regional Offices  
700 North Alameda  
Room 3-532  
Los Angeles, CA 90012

Dear Mr. McLoughlin:

Subject: Scoping Comments Palmdale to Burbank Section in reference to our property located at 33716 Jason Rd, Acton.

### Hydrology and Water Quality

We, along with most of Acton, rely upon private wells for our household water supply. The construction of the High Speed Rail could have a serious impact on the quality and quantity of our water. Tunneling will not only impact my personal well but could also impact the aquifer which feeds residential wells throughout the Acton community. The high demand for water by the High Speed Rail construction process is of great concern during this period of severe drought. This risk is coupled with a significantly increased chance that our water could become contaminated from diesel and other chemical runoff from the construction process. How will the HSR Authority ensure that regulations of the Clean Water Act are being fulfilled? What procedures will be followed to protect the quality and GPM production of our wells? How will we be compensated for damage to our well such as contamination or loss of production? If our well is contaminated or we lose water production and a new well is not feasible, how will the HSR Authority ensure that we have a clean water supply? A property that does not have a well meeting LA county standards (3 GPM over a 72 hour period) or access to county water becomes virtually unsellable. What will the HSR Authority do to compensate homeowners if this happens as a result of High Speed Rail construction? These questions need to be addressed by the EIR/EIS.

### Vibrations

Route SR 14 East runs in close proximity to my house, High Desert Middle School, and Vasquez High School. I am concerned with the vibration effects from construction and operation of the High Speed Rail system. Studies have shown that the disturbing effect of ongoing vibration can have serious health consequences on both humans and animals. I also believe the potential for vibration damage to structures (such as my residence) during the High Speed Rail construction is significant. How will damage to surrounding structures be monitored? How will owners be compensated for damage to structures? The EIR/EIS must address this and further research should be done on the health impact of long term vibration exposure.

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Submission I770 (Marc & Carla Wolter, August 29, 2014) - Continued

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Noise

As I said above, route SR 14 East runs in close proximity to our house, High Desert Middle School, and Vasquez High School. Studies have shown that the decibel reading of the High Speed Rail could approach 100 decibels. One of Acton's drawing points is the peace and tranquility of our rural setting. My husband and I often work from home. What will the HSR Authority do to mitigate the effect of noise on our health, our lifestyle, our property values, our businesses, and most importantly our developing children? This issue needs to be addressed by the EIR/EIS.

Air Quality

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. As parents of small children, this is particularly concerning. We moved to Acton partly for improved air quality after living several years near the maze of freeways in the valley. Our concern is not only with increased particulates in the air but also in the increased risk of Valley Fever. What steps will the HSR Authority take to protect the health of our family and our community? Please address these concerns in the EIR/EIS.

Impact on School Services

The proposed northern routes run in close proximity to Vasquez High School and High Desert Middle School. Students will be negatively impacted by noise, poor air quality, and vibration. What additional safety issues result from having a high speed rail so close to a public school. How will the HSR authority protect our students? Will this further degrade our public school system? We have only one high school and one middle school in our district. What choice will we have when the High Speed Rail destroys our school environment? These issues must be addressed by the EIR/EIS.

Other Impacts

The overall impact of the High Speed Rail in Acton will be negative. Acton residents will have no offsetting positive impact. We are a unique rural community with cultural and historical significance. Our unique rural atmosphere will be forever compromised. Wildlife will be adversely affected. The High Speed Rail poses a threat to the survival of sensitive species. Its construction threatens our fragile water resources. What plans does the High Speed Rail Authority have to reimburse us for our lost way of life and compensate us for the large financial impact?

Sincerely,



Marc and Carla Wolter  
Acton Homeowners

Enclosures (1)

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Submission I770 (Marc & Carla Wolter, August 29, 2014) - Continued

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**COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND  
PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED  
PALMDALE-BURBANK HIGH SPEED RAIL PROJECT**

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

**POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY  
IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS**

Both the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.

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Submission I770 (Marc & Carla Wolter, August 29, 2014) - Continued

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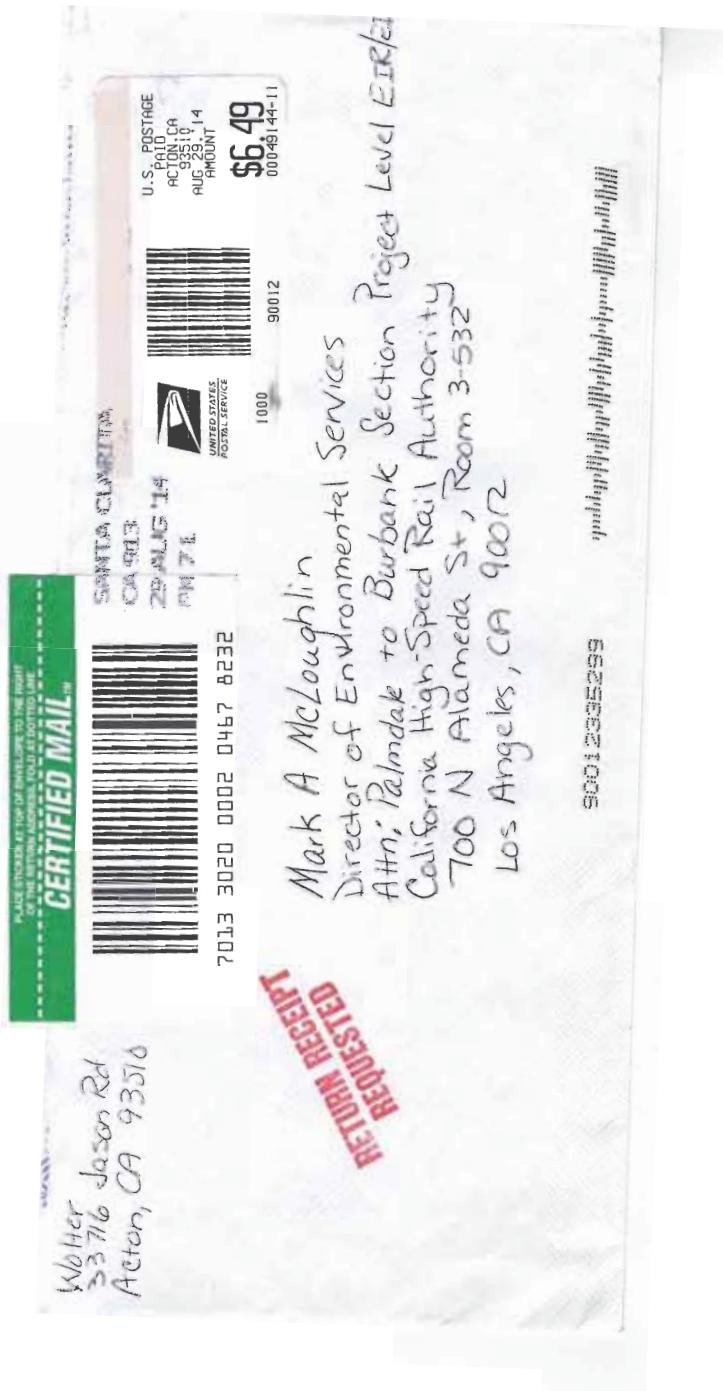
**FRA/HSRA MUST PROVIDE APPROPRIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.**

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

**FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED**

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive followup investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These followup investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

Submission I770 (Marc & Carla Wolter, August 29, 2014)



Submission I771 (Pamela and Myron Wolter, August 29, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Pamela C. & Myron L. Wolter

DATE: 08-26-14

MEETING LOCATION: Acton Library

AFFILIATION: N/A

MAILING ADDRESS: 3942 W. Sierra Hwy  
Suite # 5  
CITY: Acton

EMAIL: Wolterpam@aol.com

PHONE: 661-406-6916

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE ☒

PALMDALE TO BURBANK

\*NOTE: This does not substitute for formal request to receive legal notices.

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

See Attached 17 pages + Cover page

15 page Comments (General)

2 page Water Comments

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

See Attached 17 pages + Cover page

\* Physical Address: 5566 HISEY RANCH RD.  
ACTON, CA. 93510

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.  
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.  
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale\_burbank@hst.ca.gov.  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.



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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Scoping Comments Palmdale to Burbank Section    Submitted by  
Pamela C. Wolter and Myron L. Wolter

In reference to our property located at 5566 Hisey Ranch Road, Acton  
These are the concerns that we have.

Hydrology and Water Quality:

Most of Acton is dependant upon private wells for their household water source. The construction of the High Speed Rail through Acton will have a serious impact not only on the quality of the water but also on GPM production of our private wells. Our home is impacted by one of the routes that is currently proposed. That route is known as the SR 14 East. Since that route shows the tunnel at approximately 500 feet under our home and our well is at 900 feet we clearly understand that our well will be severely impacted. Our home is a custom built home under 6 years old. The cost to drill the well at the time of the construction was well over \$40,000.00.

Not only will the tunneling effect our personal well it will also impact the aquifer which feeds the residential wells through out the community. What studies will be done to determine the impact of the construction of the train to our source of water namely the aquifer? Since all of California is in a severe drought it leaves no doubt that our water supply will be impacted. What studies will be done to protect the quality of our water both during construction and after the build-out of the train? There is of course the potential for the release of hazardous materials or waste during the construction phase which would then contaminate the ground water. Eminent danger to the water supply for all of Acton residents would occur.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Also, because the vehicles and equipment used for the construction phase are generally diesel fueled there is the danger from seepage of those contaminants into our water source. Since, we are the owners of a commercial construction firm we are very aware of the potential harm to the environment that heavy equipment, trucks, dozers, excavators, etc. can do if not properly maintained. How will this situation be maintained? What will the Authority do to clean up any hazardous spills? This needs to be addressed in the EIR/EIS

Since there will be a huge demand for large quantizes of water during the construction phase there will no doubt be the fact that the water supply from the aquifer will be lowered significantly. How will the HSR Authority address this problem? Has there been a study already completed to address the water needed for construction? If so where is it available for the public to review before construction begins? How will the HSR Authority address the regulations of the Clean Water Act? Has a study been completed thus far and if so where is it for public review? If these studies are not available then we are requesting that these be completed for public review before construction begins. This needs to be addressed in the EIR/EIS.

How will we be personally compensated for any damage to our well such as loss of production, contamination and vibration from the passing of many trains a day under our home? We are requesting that the HSR Authority perform a baseline study of the well before any construction begins. How will the Authority prevent the fracturing of any Blue Lines?

Since L.A. County has strict guidelines for well production and our well obviously, met that guideline, what will the Authority do to compensate us in the event a new well doesn't meet that guideline?

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Without a working well in our rural community it is impossible for a buyer to obtain financing to purchase a home. Thus, the seller is damaged beyond repair!! No buyers---no sales!!

Will the Authority commit to bringing in L.A. County water to our home in the event the well is permanently damaged beyond repair? How will we be reimbursed for the \$40,000 it cost us to drill and pipe the well? We wanted our own well strictly because we knew the quality of the water and could control the cost to have such a water source. The well has been tested for quality purposes and we know it to be very clean. Obviously, the vibration from the trains and the tunneling will impact the well in ways that we are not even aware of.

Since the Authority is the expert in this situation we are asking for whatever information that is currently available for our review before construction begins. Again, this needs to be addressed in the EIR/EIS.

#### Geology and Soils

The state of California has identified the Acton quadrangle as an official seismic hazard zone. The San Andreas Fault line is within five (5) miles of Acton's boundaries. Acton's topography includes many valleys and canyons. What studies have been done by the Authority to determine the potential risk to Acton from the possibility of creating a seismic activity by the tunneling, drilling and other potential risks during construction? Obviously, that study must already be in place since the train was not intended to come thru Acton. Where can that study be viewed? Since there is the route that tunnels under our home it concerns us that an earthquake could occur and collapse the tunnel. Then our home could also collapse into the tunnel!!

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Our home would be destroyed and could cause death or serious injury to our family. What safety studies are available to me now and if not available now—WHEN?

Since we live up a canyon road with only one way in or out, what happens when an earthquake happens and the train is affected under our home? Landslides and liquefaction is likely to take place during earthquakes of 5.5 magnitude or greater. Since the Napa Valley just had an earthquake of above 6.0 the potential for serious damage to the property is a very real concern to me and my family. Just at the bottom of Hisey Ranch Road is Escondido Canyon Road where the new Acton high school is being constructed. There is an above grade via duct there with earthen embankments and slopes many feet high. Again, in the event of an earthquake that via duct could collapse and again prevent many families on Hisey Ranch Road from being able to get out of the canyon. Also, ambulances, fire trucks, police and other emergency vehicles would not be able to get to us if we needed help. What has the Authority done to guarantee the safety of our family and our neighborhood? Again, this must be addressed to the satisfaction of our neighborhood and the Acton community in the EIR/EIS.

What monitoring will be done by the Authority to guarantee that the soil will not be contaminated during the construction phase since there will be trenching, boring, tunneling, grading, compaction, etc. Will there be soils engineers on the job site during every hour of construction to guarantee that the quality of the soils will not be impacted? How will the results of such soil sampling be released to the public?

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Greenhouse Emissions

Construction equipment produces diesel fumes and particles in the air and also carbon monoxide emissions that have been proven to have a significant impact to humans exposed to such toxins. How does the Authority plan to handle such a serious exposure to the public? Again, where are the studies for this serious health hazard?

Air Quality

The air quality in Acton will be severely impacted by the construction phase not only by the tunneling but also by the huge impact of such a large amount of soils being moved about. The dirt being removed from the tunneling alone will generate large volumes of dust and small particles to be implanted into the air. This will cause acute and chronic health impacts to all humans and will especially impact individuals with existing health issues. Since our household includes two (2) adults with serious health issues we are especially concerned with the quality of the air they breathe. How will the Authority guarantee that their health will not determinate further or even cause their death? What studies are completed for my review to protect my family's health?

Dust can be deeply implanted in the lungs and remain there causing serious diseases. The small size of the particles is a major health risk for lung disease and the health of the cardiovascular system. Just the size of the dust particles alone are more likely to be respired and not expelled by coughing thus damaging the lungs further. Again, my family members will be impacted.

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Submission 1771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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There have been many reports of Valley Fever in our valley and can be contracted by simply breathing in the spores from the dust. We are quite certain that the dust that will be created by the construction will infect many people with this dangerous and potentially deadly fungus. This fungus can spread to the lungs, eyes, skin and can cause serious infections. According to our research this fungus had 316 reported cases in the Antelope Valley alone from 2008 to 2011. In 2012 there were 178 cases reported in the first six (6) months, including 5 deaths—one being a local teenager in August of 2012. This horrible fungus infection is very prevalent in the arid desert areas like Acton, Antelope Valley and the Santa Clarita Valley. How will the Authority protect my family and community from this dangerous fungus?

My research continues to suggest that many other dust related diseases need to be addressed by the Authority to protect the health of our family and our community. Such diseases are cancer, asthma, allergies, COPD, emphysema, heart disease, hypertension, diabetes, bronchitis and more. This will impact not only the elderly, but infants, adolescents and anyone with a lowered immune system or people recovering from other diseases. Please address these concerns in the EIR/EIS.

#### Vibration

The obvious vibration damage to our home because of not only the construction tunneling but also the vibration caused by many trains per day traveling on the tracks is of serious concern to us. Since there will be boring, blasting of rocks, piling and the driving of large trucks and heavy equipment nearby our home there will be ground vibrations constantly effecting us and our property. The potential for vibration damage to our home is very real

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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concern during the course of the lengthy construction phase of the HSR and will continue on with the operation of the HSR.

Not only does the vibration cause structural damage it affects humans and animals alike causing health issues. Humans perceive the vibration with a reaction to it like a warning signal as do animals. Vibrations are unconsciously registered by humans as very disturbing. Again, this is a subconscious effect. This effect would never go away since it would be felt every time a train passes under our home. There is also an important factor known as static stress which can influence the building elements. In some cases, a very small vibration can be the triggering cause of serious damage to a building. Since our home is built on a concrete slab even a slight constant vibration could cause structural damage and the inability to reside in our home. Structures not built on solid rock are damaged over time by the settlement of the earth. So the dynamic stress from the vibrations will cause the development of damage to our foundation and progress to further damage the home. The foundation of a structure is the basis of it's strength.

Even at some distance from the source. The wavelength range of the vibration will be very strong. Whether it is originally generated by blasting, boring of the tunnels, other construction projects or even by the road and railroad traffic the vibrations will be damaging.

The constant feeling of the earth vibrating under our home will eventually become unbearable. The quality of our lives will be severally altered by the constant vibration. How does the Authority plan to address this severe impact to our home and health? This must be addressed in the EIR/EIS.

How does the HSR Authority plan to certify the structural integrity of our

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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homes before the construction phase begins? During the course of construction how will the Authority monitor the damage to the structures? And after the construction phase is completed how will the structures be monitored to insure that no further damage is happening? What studies will be done by the Authority to monitor the vibration impact on humans and the animals? I believe those studies should be available from other countries around the world who already have the HSR. Why hasn't the Authority provided those studies to the public already for our review?

#### Safety and Security Issues

##### Hazardous and Toxic Materials

Since it is important to the Authority that the vegetation along the tracks will be controlled we are concerned about the use of pesticides. What is the risk to humans and animals with the use of such dangerous pesticides? How will the pesticides be applied to the vegetation? Will it be sprayed from a moving vehicle? Again, a potential destruction of the quality of the air we breathe. It is a well known fact that pesticide usage causes many known serious health issues. The Authority will need to address this important health impact to insure the safety of our air. Where will these pesticides be stored in the community? How will the Authority address this should these pesticide contaminants be spilled? Again, this issue could also impact the ground water and we wouldn't be aware of the contaminants in our well. How will the Authority protect and notify the communities regarding possible exposures through soil, air and our water?

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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How will the Authority ensure that we are safe when drilling or tunneling through methane gas deposits? This must be addressed in the EIR/EIS.

Socioeconomics

The HSR will adversely impact the whole community of Acton in one way or the other. There has already been the impact of property value loss simply by the fact that there are three (3) potential routes of the rail through Acton. The rail either impacts the northern part of the community by the two (2) existing routes or the entire southern part of the community by the newly proposed route through Acton and the Angeles Forest. The northern routes will destroy the Sierra Highway corridor of Acton by destroying the existing businesses and the schools. ie: The high school currently under construction and the existing junior high school will be impacted by the construction phase and also after the construction phase. Both schools will bare the brunt of the noise impact as it comes out of the tunnel, the dust, the air quality, the vibration. The students will be negatively impacted through out their entire school day. Students at the high school will be taking their lunch break outside since there currently isn't a building for them to eat in. How will the Authority protect that environment for the students? Such as sound barriers, dust control, vibration control, etc.? How can the Authority possibly think that this new high school will survive such a negative environment? No one will want to move to Acton to send their kids to schools like this! Again, there goes the property values—no schools—no families. Families will have to make the difficult choice of moving away from Acton in order to find schools for their kids or bus their kids out of the area.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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People moved here to find peace and quiet, the rural lifestyle, ability to have large animals at home instead of boarding, larger pieces of property, to enjoy their hobbies not allowed in the city, smaller classroom sizes, local churches, friendly, small local businesses, neighbors that actually know each other and so much more. How does the Authority plan to give us this lifestyle back when it's destroyed by the construction and then the actual train on a daily basis? This, too must be addressed in the EIR/EIS.

This lifestyle is worth a lot of money to us. How much money can the Authority compensate us for the loss of our town? In my opinion, it is not even a conceivable amount of money. Once the town is destroyed where is there another community like this one? Not here in L.A. County! Eventually, the town will die because no one will care to live in the dusty, dirty environment with no schools, churches, or local businesses. Acton is a historic town that dates back to the California gold rush days. So there's so much more to the story here. It can't be reproduced like a developer can build a new community. Residents will be fleeing away and hoping by some miracle they will be able to sell their homes. Acton will continue to drastically decline in value and it will become another California "ghost town". Acton will no longer appeal to anyone wanting to escape the city.

Many residents will lose their jobs due to the HSR such as contractors, teachers, realtors, local bank employees, restaurant workers, small business owners, janitors, postal workers, mail carriers, maintenance workers, grocery store employees and THE LIST GOES ON!! Just these few named people comprise hundreds of local employees who will be out of a job. How will these people be compensated by the Authority? It takes money to relocate and start a new life.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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### Traffic Control

This is a serious subject that needs to be addressed by the EIR/EIS since the construction phase alone will be a hazard to the local residents. There will no doubt be increased traffic accidents since the streets and highways in and around Acton will be impacted by the increased traffic from the heavy equipment being used. There will be local traffic delays which could then delay the emergency vehicles from getting through. There is the issue of temporary or even permanent road closures due to the construction phase.

Angeles Forest Highway and Sierra Highway are commuter routes heavily used to get to locations both north and south of Acton. Since there are currently no traffic light signals in Acton, because we are a rural community, how will the Authority handle the increased use of these roads? Are the local roads able to handle the increased useage as far as load and weight capacities during construction? Has the Authority considered this effect on our local roads in a study yet? Is the Authority responsible for any damage or repairs caused by the construction vehicles? What about the ingress and egress to the schools that will be affected by the SR 14 East and the SR 14 Hybrid routes? If there is an emergency how do we get our children safely out? Has the Authority considered that problem thus far?

In the event of an emergency, the closest sheriff's station and hospital is in Palmdale, 20 miles to the north of Acton. LA County Fire Station # 80 is located at the north east edge of town. In the event of an emergency the response time will be highly impacted by any proposed road closures. How does the Authority plan to address this? Will there be additional police, fire protection and emergency vehicles readily available in the event there is a derailment, earthquake or any other disaster? This serious concern must be addressed in the EIR/EIS.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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### Agricultural Resources

The majority of the property in Acton is zoned as agricultural. Is there a potential risk of zoning conflicts or a Williamson Act contract conflict with the construction phase of the HSR? There are currently many properties used for boarding and breeding of horses, dogs, sheep, alpacas, cows and other animals. This would obviously impact the farms and ranches engaged in these activities. Again, a loss of jobs and incomes. There are also historic farms and ranches like Blum Ranch which has been in Acton for over 100 years.

There are also many "rescues" in Acton such as the famous Shambala large exotic cat preserve owned by Tippi Hedren. There is a wolf preserve, a farm animal preserve and many dog, cat and horse rescue preserves. How will the Authority address the significant issues related to these rescues? These animal rescues are part of what makes Acton so unusual and appealing to so many animal lovers.

### Recreation

Acton is well known as an outdoor community of active outdoor enthusiasts. Many residents live here strictly for the precious leisure time they spend on horseback riding, hiking, bicycle riding, playing sports and gardening activities. The Pacific Crest Trail, other equestrian trails and other hiking paths pass through Acton. There are identified wilderness sanctuaries for wildlife and birds in our tow. The noise, dust, vibration impacts and the trail access limits will have the potential to change the scope of how people can enjoy these trails.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Horses spook easily from loud noises. I am concerned how the sonic boom effect of the train coming out of the tunnel will impact the horse and rider. How will the Authority protect our equestrian community? The noise level from the train will be so over powering that I am also concerned about hiking the trails. Acton is home to the very deadly Mojave Green rattlesnake, the Pacific Diamondback rattlesnake and other dangerous wild animals that may be startled by the train. There are mountain lions and bobcats which are regularly seen around the community. After the Station Fire in Acton a few years ago the wildlife moved closer to the actual town since their food sources were destroyed. That included more sightings of the Mojave Green rattlesnake. I have to assume that we will again be impacted by the wildlife being disturbed by the construction of the train. Mountain lions and bobcats began preying on residents dogs, cats, chickens, goats and new born horse foals. It became concerning for kids to be outside playing in their own fenced yards without adult supervision. Mountain lions, bobcats and coyotes can easily jump a five (5) to six (6) foot fence. Again, this represents the destruction of our rural community. How will the Authority protect this impact to our town? This issue must be addressed in the EIR/EIS

#### Biological Resources

Acton is a known migratory route for many species of birds and other species of critters such as the tarantula. It is known as a "sensitive habitat" for the California Quail, Horned toad, Kangaroo rat and the Roadrunner. Acton is a recognized breeding ground for the Red Legged Frog in the Northern Hemisphere. It is a wildlife movement corridor for the coyotes, mountain lions, bobcat and deer. For example, the mountain lion can travel in a circle of about 100 miles in search of food.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Chaparral covers hillsides in steep, vertical walled narrow canyons with perennial streams with scattered stands of mixed pine trees and hardwoods. The California condor lives in this wilderness area as does the stickleback fish, Santa Ana Sucker and the two striped garter snake and I'm sure other species I am not aware of yet. There is a viewing area for wildlife and birds located at the Soledad campground. The HSR will of course impact the survival of these sensitive species. How will the Authority address this habitat issue for the wildlife?

#### Mining and Mineral Resources

Acton has a long and storied history as a rich mining town. There are to this day active mines in the Red Rover Mine Road area. It is unclear at this point what the vibration will do to the mine shafts. Will they still be safe? How will the Authority protect the old mines from the vibration impact?

#### The Santa Clara River

The Santa Clara River is the last remaining clean water source in Southern California. It appears that there is an encroachment of the riverbed by the HSR alignment. The waters from this underground river in Acton runs all the way to Venture. How will the Authority protect this very important natural resource? The EIR/EIS must also address this fact.

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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Attached please see the 2 page addendum pertaining to the well impact and proposed mitigation measures for the proposed Palmdale to Burbank High Speed Rail project

Submitted by: Pamela C. Wolter and Myron L. Wolter  
Mailing Address: 3942 W. Sierra Hwy. Suite # 5  
Acton, California 93510

Physical Address Only: 5566 Hisey Ranch Rd.  
Acton, California 93510

Total # of pages submitted: 18

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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**COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND  
PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED  
PALMDALE-BURBANK HIGH SPEED RAIL PROJECT**

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

**POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY  
IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS**

Both the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.

*Page 1 of 2*

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Submission I771 (Pamela and Myron Wolter, August 29, 2014) - Continued

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**FRA/HSRA MUST PROVIDE APPROPRIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.**

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

**FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED**


FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive followup investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These followup investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

*Page 2 of 2*

Submission I771 (Pamela and Myron Wolter, August 29, 2014)



Submission 1772 (Nancy Woodruff, Foothill Trails District Neighborhood Council, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>NANCY WOODRUFF</u>		DATE: <u>8/14/14</u>	
MEETING LOCATION: <u>LAKE VIEW TERRACE</u>		AFFILIATION: <u>FOOTHILL TRAILS DISTRICT NEIGHBORHOOD COUNCIL</u>	
ADDRESS: <u>10550 LATONA CANYON RD</u>		EMAIL:	PHONE:
CITY: <u>SUN VALLEY</u>	STATE: <u>CA</u>	ZIP: <u>91352</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.  <u>LAND USE - THIS SHOULD USE EXISTING TRAVEL ROUTES, COMMERCIAL ZONES, NOT LOW DENSITY RESIDENTIAL.</u>  <u>SEISMIC - THIS ROUTE (YELLOW) CROSSES SEVERAL ACTIVE FAULT ZONES (SANGABRIEL, VERDUGO HILLS)</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <u>THIS YELLOW ROUTE APPEARS TO NOT ONLY DISRUPT NEIGHBORHOODS BUT LOOKES TO BE MORE COSTLY,</u>			
<small>THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.</small>			

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## Submission I773 (Jeff Woodruff, September 12, 2014)

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### Palmdale - Burbank - RECORD #813 DETAIL

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :**  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Jeff  
**Last Name :** Woodruff  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** elhefebonito@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** When deciding on the HSR's final alignment from Palmdale to Burbank, please consider the following trouble factors related with the alternative route:

\*The cost of tunneling under the Angeles National Forest will increase already existing opposition to the project as whole, possibly jeopardizing the completion of the project.

\*There is an active thrust fault system in the designated area, and additional engineering will be required in order to ensure the structural integrity of the tunnel, further driving up costs and creating a talking point for alarmists.

\*The area proposed in the Alternative is home to various protected plant and animal life, and much of the zoning in the area reflects this. The State is beginning to earn a poor environmental record by neglecting impacts of development in the pursuit of quick cash.

\*Politically speaking, there are more residents who will be affected from the Alternative than the original alignment down SR-14. This is not a time to cater to an active fraction of a single County Supervisor's political base.

\*The NE San Fernando Valley is being singled out for multiple destructive projects such as this, including the processing of nearly all the County's waste.

This citizen wants the HSR to succeed. Pursuing the Alternative Route is a recipe for disaster. Please don't set us up for failure -- Proceed with the original proposed route alongside SR-14. It makes the most practical and economic sense.

Jeff Woodruff

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response

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## Submission 1773 (Jeff Woodruff, September 12, 2014) - Continued

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**General Viewpoint on Project :** In Support of CAHSR Project, In Opposition to Alternative Corridor  
**Form Letter :**

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Submission I774 (Diana Woolley, August 30, 2014)

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**Palmdale - Burbank - RECORD #453 DETAIL**

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Diana  
**Last Name :** Woolley  
**Professional Title :**  
**Business/Organization :**  
**Address :** 10540 McBroom Street  
**Apt./Suite No. :**  
**City :** Shadow Hills  
**State :** CA  
**Zip Code :** 91040  
**Telephone :**  
**Email :** woolleyphotography@yahoo.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Mark A. McLoughlin, Director of  
Environmental Services  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
LA, CA 90012

RE: PALMDALE TO BURBANK

Dear Director McLoughlin:

I understand that the Shadow Hills rural residential area is potentially going to be greatly impacted by the High Speed Rail route that is to be developed in the North Los Angeles County area.

Please note that as a property owner and horse owner in Shadow Hills, I strongly object to any plan that may impact this area due to the following:

- \* The plan currently defines a "vague and non-specific Alternative Corridor - New Study Area." To much power is too few hands.
- \* It is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR.
- \* Shadow Hills is in the eye of the storm for the HSR alternative line and that you are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. This is defined as an agricultural, rural area with defined natural habitats for animals in the Big Tujunga/Little Tujunga/Mitigation areas. Lines need to go through commercial and industrial areas, not residential or sensitive environmental.
- \* The myriad of environmental obstacles raises insurmountable costs and is infeasible.
- \* Great impact on property values, scenic highway, earthquake faults, federal waters and endangered species, noise and air pollution, threat to equestrian

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Submission I774 (Diana Woolley, August 30, 2014) - Continued

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lifestyle and destruction of our community. Hansen Dam area is a wildlife refuge. It is destroy the peaceful nature of the area.

\* Our area has already been greatly impacted by transit solutions such as trains, freeways and airports.

Therefore, I plead with you to consider the original Route 14 and 5 alternatives as being far superior.

Thank you for your time and consideration.

Sincerely,  
Diana Woolley, retired teacher. Simi  
Valley USD  
10540 McBroom Street, Shadow Hills,  
CA 91040

Sent by D.Woolley

<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Do not prefer Alternative Corridor
<b>Form Letter :</b>	

## Submission I775 (Don Wright, September 19, 2014)

### Palmdale - Burbank - RECORD #1037 DETAIL

**Status :** Pending  
**Record Date :** 9/22/2014  
**Response Requested :** No  
**Submission Date :** 9/19/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Don  
**Last Name :** Wright  
**Professional Title :**  
**Business/Organization :**  
**Address :** 4165 Pelona Canyon Road  
**Apt./Suite No. :**  
**City :** Acton  
**State :** CA  
**Zip Code :** 93510  
**Telephone :** 661.269.5222  
**Email :** mrwright@antelecom.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Good day,

I am writing to express my concerns with the proposed high speed rail project between Palmdale and Burbank. These concerns will need serious consideration prior to the project getting approval. I will attempt to break my concerns into sections

#### Noise

The Acton Agua Dulce area is a very rural area that is unspoiled by noise pollution. It was represented to me at the scoping meeting that the HSR will generate over 90 decibels of noise at it's peak when passing. Research into noise levels generated by existing HSR systems in Europe and Asia indicate that levels could be higher than 100 decibels measured adjacent to the right of way. The length of time that the train will take to pass at it's intended speed was represented by CHSR personnel to be 7 seconds. In an open environment, the sound waves will travel away from the train and dissipate quickly. In the Acton Agua Dulce area, the train will travel through relatively deep canyons that are inhabited with both wildlife and with residents. These canyons will act as an echo chamber for the noise generated by the HSR. With an ambient noise floor that is measured to be less than 40 db in the evening and morning hours and less than 50 db in the mid day, the impacts of a noise source of 100+ db occurring down canyon on an elevated viaduct and rattling though the canyon will be very detrimental to the residents and wildlife. As the canyon walls may actually act to contain and focus the noise, it is difficult at best to determine the potential damage without conducting actual studies. How will the CHSRA address the issues of noise? Will there be a survey of each property in the area to determine the current noise profile and an analysis of what impacts each property owner should expect from the HSR?

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## Submission I775 (Don Wright, September 19, 2014) - Continued

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### Visual blight

The proposed route for the HSR between Palmdale and Burbank includes several sections that are above ground. These sections will be required to maintain as consistent a level as possible and will minimize the elevation changes for the line as much as possible. This is required to maintain the speeds that the train will need to remain on schedule. This will be achieved by creating elevated viaducts in areas where the grade falls away. The information available from the CHSRA is very limited, but an analysis of the proposed routes reveals that there are several locations where these elevated sections could reach heights of 80+ feet above the existing terrain. Add to that the height of the electrical overhead equipment required providing the operational features of the rail system and it is easy to envision a structure rising more than 120 feet above the existing terrain. This is not consistent with the rural environment that is this community. IT is also in conflict with the Community Standards District regarding height of structures allowed in this rural environment. These structures will eliminate the vistas enjoyed by residents today and will further decrease the value of adjacent land. What efforts is the Authority taking to minimize the visual impacts of this system on the very rural environment that it is intended to cross? Are the Board members considering placing the entire section underground to avoid the use of elevated sections of track? Will the CHSRA present the community with representations of the proposed viaducts prior to final approval of the route selection?

### Pollution

It has been represented that the initial phases of the system will be powered by a source other than the electrical grid. Some information coming out indicates that the system will utilize generators at various points along the route to power the system. This will add more pollutants to the environment while operating. What is the plan for providing the electricity for operation of the system? What are the environmental impacts of the plan? If an interim solution is part of the plan, what will the timeframe be for its operation?

During construction, the use of construction vehicles will generate pollutants. What is the assessment of the levels of pollution generated during construction? This includes green house gasses, noise, dust, traffic and visual pollution. How does the authority intend to minimize these impacts?

### Property Values

The prospect of an unsightly, noisy, polluting train running through the community up to 6 times an hour has already had a negative impact on real estate values in the Acton Agua Dulce area. It is now incumbent upon anyone selling real estate in the area to disclose the fact that the high speed rail system is being planned for the area. With no specific route yet designated, this disclosure is a damning mark on the entire community. If a property owner does not disclose this fact, they are liable for damages if a buyer determines at a post sale date that this detrimental encumbrance has impacted their new property. This disclosure has impacted property owners in the entire area at what is estimated to be a 25% reduction in resale value. How will the CHSPA compensate all property owners in the area for this loss?

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## Submission I775 (Don Wright, September 19, 2014) - Continued

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### Water Issues

The majority of homes in the Acton Agua Dulce area utilize private wells for their primary water source. Any construction activity can greatly alter the water table and the underground streams that feed the local wells. The construction of the viaducts and tunnels will have a detrimental effect on local wells. Because the underground network of streams and rivers is so complex, tunneling in one area can effect wells several miles away. What method of inventory does the CHSRA plan to utilize to determine the current production of wells and how will homeowners be made whole if there are negative impacts?

### Alternative Routes

There has been recent talk of a possible alternative route that would mitigate many of the problems that have been sited here and would provide a shorter, faster route to the San Fernando Valley. This has been proposed by Los Angeles County Supervisor Mike Antonovich. This route could be developed to pass under the San Gabriel Mountains, through the Angeles National Forest.

The current rail line utilized by Metrolink for service to the San Fernando Valley leaves Palmdale and climbs out to the Vincent station in Acton. As the rail line crosses the California Aqueduct, the ground elevation is approximately 2900 feet above sea level. A train entering a tunnel at this point would not have to surface again until it was at the Northern edge of the San Fernando Valley. At points in Acton, dependent upon the route chosen, the tunnel would be no less than several hundred feet below the surface. This would allow a straighter alignment and less of a grade change, saving valuable time and energy on every trip along that section. It would also be possible to create an alignment that allows the train to operate at higher speed than the current proposed alignments as it could be developed with fewer grade and direction changes.

By placing the rail underground in a coaxial tunnel, the issues of noise and visual pollution virtually disappear. Any noise generated would remain underground except in the entrance and exit from the tunnel. An area around these portals could be a buffer zone. Sound directing structures could be utilized at the portals to direct the sound up and away from the area adjacent. With no elevated viaducts obscuring the views, property owner's vistas would remain virtually unchanged. Land acquisition would no longer involve eminent domain proceedings.

One area of concern in this solution remains. Water may be disrupted for some property owners because of the tunneling process. The CHSRA will need to again, inventory and assess each well in the region before any construction begins and make reparations as necessary once the project is under way. This needs to include the entire area, as water supplies are interdependent and disruptions may impact wells several miles away.

### Conclusion

The CHSRA has descended upon our community with a very determined

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## Submission I775 (Don Wright, September 19, 2014) - Continued

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approach.

At the scoping meeting of August 11, the representative from the Authority, Michelle Boehm, told the community that the alignment will be determined through a process of finding a balance of what is best for the Authority and what is best for the community. Most in the community do not feel that the construction of this system will in any way enhance their community or their lives. Most would prefer that this project would not get off the ground. To date, all we have seen from the Authority are the initial alignments. So far, there isn't a lot of balancing going on.

The current proposals for alignment of the track will literally split the community in half. The proposal to consider another alignment that has much less impact on the community is one way to begin to tip the scales. It is important to bear in mind that this community and its members are in a rural area for a reason. They have chosen to live a quieter existence and do not wish to have that altered by a project that they see little value in.

A review of the California Environmental Quality Act, Initial Study and Checklist for the Palmdale to Burbank section reveals that every possible area of concern is indicated as having "potentially significant impact" on the target area. It is anticipated that the CHSRA will be open and forthcoming on how it intends to mitigate the negative impact in each of these dozens of areas of concern. The Authority needs to remain open to the desires of the residents of not only the State as a whole, but also to the individuals who will be affected by the placement of this project. This sensitivity includes the possibility that this project may no longer be compatible with the realities of cost and environmental impacts and may need to be abandoned completely.

Please provide me with your responses to both the questions and suggestions that I have included here. I look forward to your correspondence.

Don Wright  
4165 Pelona Canyon Road  
Acton, CA 93510  
661-269-5222  
mrwright@antelecom.net

EIR/EIS Comment : Yes  
Need PI response : Yes- Standard Response  
General Viewpoint on Project :  
Form Letter :

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## Submission I776 (Ferrol J. Yeakle, August 10, 2014)

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<b>Palmdale - Burbank - RECORD #144 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	8/18/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/10/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Email
<b>First Name :</b>	Ferrol J.
<b>Last Name :</b>	Yeakle
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	Ferreok@aol.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	For as long as I have lived in Kagel Canyon, the buildable vacant lots have been denied building permits because the hills/land mass surveyed by the Geologists were found to be moving. The Geologists labeled the foothills as unbuildable because the two very large faults along the southern side of the San Gabriels were found to be unstable which allowed for the foothills to also be unstable. Isn't this a concern of tunneling and building the Bullet Train underground through the San Gabriels?
	Ferrol J. Yeakle
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	

## Submission 1777 (Ferrol J. Yeakle, August 28, 2014)

### Palmdale - Burbank - RECORD #552 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :** No  
**Submission Date :** 8/28/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Ferrol J.  
**Last Name :** Yeakle  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 00000  
**Telephone :**  
**Email :** Ferreoak@aol.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** Hanson Park and the Tujunga/Pacoima Washes are major natural water ways that feeds captured water to the underground Aquifers which the greater Los Angeles Area depends on for water. If these waterways get damaged than Mulholland won't be the only engineer that suffered a lost career because of misunderstood natural settings.

The Alluvial washes, underground caves, artesian springs, small aquifers and stream beds (above and below ground surface) are all natural parts of a greater picture of run off rain/snow water naturally filtered and feeding into our larger Aquifers. In this time of severe drought one can see how seriously important this natural system is to the greater LA Region.

I am objecting to the construction of Bullet Train Tunnels in the San Gabriels above Lake View Terrace, Sunland, Tujunga, Shadow Hills and La Tuna Canyon because these lands are for centuries of time, already used underground as natural waterways.

I already sent another objection about the Hills moving. Few building permits are issued here because of the movement of the hills.

Living in Kagel Canyon has being a joyful quiet life - the feeling of living where angry mean people do not exist - where our health is enlarged because we are not fearful of enemies - we do not have enormous fear for ourselves or for our properties - there are criminal problems here but nothing like there is in the heavily congested flatlands. Most of the residents here are not high income people; we are Post Office workers, Metro employees, construction workers that were lucky enough to find a paradise to live in - Please - don't mess it up.

Ferrol J. Yeakle

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Submission 1777 (Ferrol J. Yeakle, August 28, 2014) - Continued

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**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**  
**Form Letter :**

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## Submission I778 (Gohar Yesayan, August 30, 2014)

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<b>Palmdale - Burbank - RECORD #435 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	No
<b>Submission Date :</b>	8/30/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Gohar
<b>Last Name :</b>	Yesayan
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	gohary711@yahoo.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	Saying No to the tunnel between Palmdale and Burbank.
	Thank you, Gohar Yesayan
<b>EIR/EIS Comment :</b>	Yes
<b>Need PI response :</b>	Yes- Standard Response
<b>General Viewpoint on Project :</b>	Do not prefer Alternative Corridor
<b>Form Letter :</b>	

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Submission I779 (Marjorie Youngblood, August 24, 2014)

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31893 Circle Dr.  
Laguna Beach, CA 92651

August 24, 2014

Mr. Mark A. McLoughlin  
Director of Environmental Services  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

Dear Mr. McLoughlin,

I am writing to ask that you please choose the Burbank to Palmdale route for the high speed rail system, and bypass the Santa Clarita Valley all together. It would be much better for everyone, and the environment, to use the tunnel alignment and not above ground.

There are many reasons for this, but please consider these important ones:

There are many small ranches with people there who help with animal and horse rescue operations. They have been there for many, many years and there is so little property like this left in Southern California. I know people there who have taken in horses that have been rescued from dire circumstances and help with the saving of these animals.

On these properties are some of the last stands of heritage oak trees which are protected and should remain protected.

This area is also an important bird migratory route and needs to be protected from noise and disruption.

PLEASE keep this beautiful place as it has been for over a hundred years, and if a high speed railway is going to be built, use the Burbank to Palmdale alignment.

Thank you very much.

Sincerely,

  
Marjorie A. Youngblood

Submission 1779 (Marjorie Youngblood, August 24, 2014)



## Submission 1780 (Marjorie Youngblood, August 26, 2014)

### Palmdale - Burbank - RECORD #638 DETAIL

**Status :** Pending  
**Record Date :** 9/3/2014  
**Response Requested :**  
**Submission Date :** 8/26/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Marjorie  
**Last Name :** Youngblood  
**Professional Title :**  
**Business/Organization :**  
**Address :** 31893 Circle Dr.  
**Apt./Suite No. :**  
**City :** Laguna Beach  
**State :** CA  
**Zip Code :** 92651  
**Telephone :**  
**Email :** margie\_youngblood@sbcglobal.net  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** Mr. Mark A. McLoughlin

Dear Mr. McLoughlin,

Please use the Burbank to Palmdale alignment for the high speed rail system and bypass the Santa Clarita Valley.

There are many reasons that I feel this is a better route but please consider these important ones:

1. There are many small ranches in the Santa Clarita area. Some of the owners of these properties have played an important part in the rescue and saving the lives of horses and other animals that have been rescued from dire circumstances.
2. There are some of the last remaining stands of heritage oaks in this area which have been protected for many years.
3. This is an important migratory route for birds. If this area is disrupted by noise, tearing up of lands and then the pollution caused this migratory path will be ruined.
4. There is very little land like this left in Southern California. It is a safe haven for for so many animals and birds. Please let this land remain as it is and use the Palmdale to Burbank alignment for this high speed rail system.

I question the whole concept of this project and it's cost. But if the powers that be decide it must be built, at least choose the least destructive route and bypass the Santa Clarita Valley.

Thank you.

Sincerely,

Margie Youngblood  
31893 Circle Dr.

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Submission 1780 (Marjorie Youngblood, August 26, 2014) - Continued

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<b>EIR/EIS Comment :</b>	Laguna Beach, CA 92651
	Yes

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Submission I781 (Armond Zakarian, ChemSil, September 12, 2014)

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**Palmdale - Burbank - RECORD #811 DETAIL**

**Status :** Pending  
**Record Date :** 9/15/2014  
**Response Requested :**  
**Submission Date :** 9/12/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Armond  
**Last Name :** Zakarian  
**Professional Title :** Account Manager  
**Business/Organization :** ChemSil  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :** 818.700.0302  
**Email :** AZakarian@chemsil.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :** No

**Stakeholder Comments/Issues :** Dear Mr. McLoughlin, Councilman Fuentes and Supervisor Antonovich,

I am very much opposed to the HSR Alternative Corridor Palmdale to Burbank route. I am disgusted that at the urging of other politicians, you have decided to try and change the route to a "lower class non-voting Hispanic area". This statement was a quote from one of the people running the information meetings that have been going on over the past couple of months. I would urge Councilman Fuentes and Supervisor Antonovich to remember that the people in Lake View Terrace, Sunland, Tujunga, Shadow Hills, Burbank and Glendale also know how to vote and that we are organizing to oppose this new alternative route. Your decision to support this route, if and when you finally make one, will determine who I vote for in the next election. I am just shocked at how you are out of touch with reality, how could you even consider a plan that would increase the taxes on those who vote for you. You will be out of office should this plan be approved. I do not want this route even considered.

There are many reasons that I do not want this route considered, but the most important one to me is that I do not want my home confiscated and then my taxes raised to pay for a more expensive route for a train that very few people will actually use. I am sure that the non-voting lower class Hispanics feel the same way. Please don't support this Alternative Route just because some middle and upper class white people in Santa Clarita and other cities along the interstate 5 route have your ear. Open your eyes and ears and listen to those who have placed you in those offices.

Thank you for your consideration.

Best Regards,

Armond Zakarian  
Accounting Manager  
Tel: 818-700-0302  
Fax: 818-700-0507

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Submission I781 (Armond Zakarian, ChemSil, September 12, 2014) - Continued

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[Description: Chemsil Innospec Logo Dymo Label - wpoint74in hpoint53in]

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :** In Opposition to Alternative Corridor  
**Form Letter :**

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## Submission I782 (Jennifer and Stephen Zapp, August 25, 2014)

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<b>Palmdale - Burbank - RECORD #672 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	
<b>Submission Date :</b>	8/25/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Jennifer
<b>Last Name :</b>	Zapp
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	10858 McVine Ave
<b>Apt./Suite No. :</b>	
<b>City :</b>	Sunland
<b>State :</b>	CA
<b>Zip Code :</b>	91040
<b>Telephone :</b>	
<b>Email :</b>	jenzapp@yahoo.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	

**Stakeholder Comments/Issues :** I strongly oppose the proposed alternative high speed train route. Here are some of my reasons.

There is a viable alternative along existing rail right of ways where current growth will provide riders. The mountain alternative is through some of the most pristine natural beauty left in the southern CA area.

The impact of building the route would severely overload a barely functional road system currently used by many recreational bike and motorcycle riders. I fear the impact between large construction vehicles and these riders.

The faults that formed this mountain ridge have been inactive for decades. Can we be guaranteed that adding the necessary tunneling will not trigger new earthquakes that could devastate the area? Also what will be done to protect against the sparks that would start forest fires in an area prone to them? Will hydro drilling be used in our drought burdened state?

Mr Antonovich we do not want this through our mountains and our backyards.

Jennifer and Stephen Zapp  
Sunland homeowners  
3108724232 cell  
8183535758 home  
Jenzapp@yahoo.com  
10858 McVine ave  
Sunland CA 91040

**EIR/EIS Comment :** Yes

## Submission I783 (Karen and Tom Zimmerman, August 30, 2014)

### Palmdale - Burbank - RECORD #396 DETAIL

**Status :** Pending  
**Record Date :** 9/2/2014  
**Response Requested :** No  
**Submission Date :** 8/30/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Project Email  
**First Name :** Karen  
**Last Name :** Zimmerman  
**Professional Title :**  
**Business/Organization :**  
**Address :** 9349 Belvoir Avenue  
**Apt./Suite No. :**  
**City :** La Crescenta  
**State :** CA  
**Zip Code :** 91214  
**Telephone :**  
**Email :** kkzimmerman@gmail.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**

**Stakeholder Comments/Issues :** We are writing to express our stringent opposition to a proposed alternate Angeles National Forest route for HSR. This alternative route would have significant negative environmental impacts on the majestic and undeveloped wilderness of the ANF. For this reason alone we find it surprising that it is even being considered.

In addition the communities adjacent to the ANF are low density residential and large swathes of the area are dedicated to the equestrian lifestyle. To route HSR, by tunnel or above ground, through Shadow Hills, Lake View Terrace, Sun Valley or Sunland would strike at the very nature of these communities. Like the ANF, the alternate route would be tantamount to obliterating an unique character and lifestyle rarely found in the highly urbanized City of Los Angeles.

It should be noted that during the last decade the Los Angeles City Council passed a motion which specifically minimizes the density of A-zoned properties. The vote reinforced the need to maintain a rural buffer between our wilderness to the north and urban development. Running a HSR through this area would be directly contrary to and undermine this important and non-repealable General Plan Amendment.

It seems to us a route that dovetails with the 14 and 5 freeways makes much more sense, logistically as well as environmentally. This area is already geared for higher volume traffic and allows 60 mph speed limits as opposed to residential communities. In addition this region already has the infrastructure which is more conducive to HSR.

Tom and I support HSR; however, \*we urge you to oppose any route involving the Angeles National Forest or its adjacent foothill communities.\* Such a route would have grave consequences for the quality of life in these uniquely rural areas and would strike a terrible blow to our already environmentally stressed ANF.

Karen & Tom Zimmerman

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Submission I783 (Karen and Tom Zimmerman, August 30, 2014) - Continued

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9349 Belvoir Avenue  
La Crescenta, CA 91214

\* We have La Crescenta postal delivery, however our home is within the city limits of Los Angeles. We are Angelenos.

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Karen Keehne Zimmerman  
kkzimmerman@gmail.com  
V.O.I.C.E. <<http://gcvoice.org/>>- Volunteers Organized in Conserving the Environment  
STNC <<http://www.stnc.org/>> Land Use Committee

NOTE: If I told you I was going to take care of something, but I haven't, please remind me.

**EIR/EIS Comment :**

Yes

**Need PI response :**

Yes- Standard Response

**General Viewpoint on Project :**

Support CAHSR Project, Do not prefer Alternative Corridor

**Form Letter :**

## Submission I784 (Vivian Zinn, August 21, 2014)

### Palmdale - Burbank - RECORD #206 DETAIL

**Status :** Pending  
**Record Date :** 8/23/2014  
**Response Requested :** No  
**Submission Date :** 8/21/2014  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Method :** Email  
**First Name :** Vivian  
**Last Name :** Zinn  
**Professional Title :**  
**Business/Organization :**  
**Address :** 26961 Tannahill Ave  
**Apt./Suite No. :**  
**City :** Santa Clarita  
**State :** CA  
**Zip Code :** 91387  
**Telephone :**  
**Email :** Rebel-Zinn@socal.rr.com  
**Cell Phone :**  
**Email Subscription :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :** In regards to the high speed rail:

I am a community member of Santa Clarita, more specifically the Sand Canyon area. I oppose the high speed rail! If it is built, the preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.

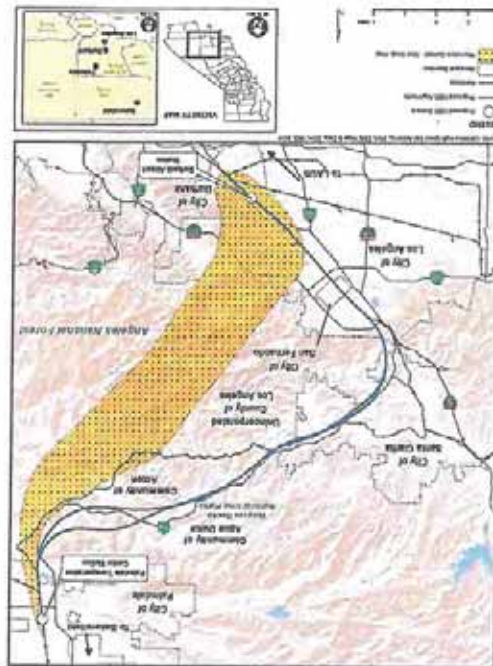
I definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
2. Eliminates a community church
3. Eliminates houses and negatively impacts neighborhoods
3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
5. Eliminates a job center approved for our community

Respectfully,  
Vivian Zinn  
26961 Tannahill Ave  
Santa Clarita CA 91387

**EIR/EIS Comment :** Yes  
**Need PI response :** Yes- Standard Response  
**General Viewpoint on Project :**

Submission I785 (Alexis Zoto, August 22, 2014)



By E-Mail:  
palmdale\_burbank@hsr.ca.gov

By Mail:  
All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

LOS ANGELES, CA 900

25 AUG 2014 PM 12:1



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335300

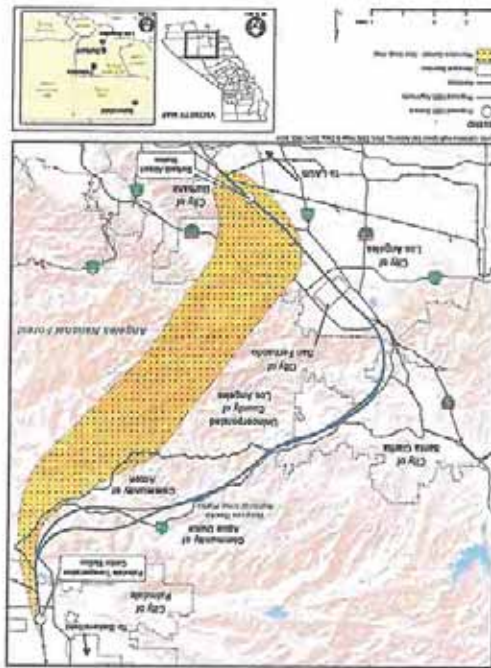


**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

Submission I785 (Alexis Zoto, August 22, 2014)



By E-Mail:  
palmdale\_burbank@hsr.ca.gov

By Mail:  
All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



**CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

LOS ANGELES, CA 900

25 AUG 2014 PM 12:1



Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

90012335300



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**